

# DESTINATION Stallings

TRANSIT INTEGRATION PLAN



FEBRUARY 13, 2025 - DRAFT



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This plan would not be possible without the involvement of various community stakeholders, input and feedback from Stallings citizens, and the support of elected officials who are committed to the future of Stallings.

## SPECIAL THANKS

Alex Sewell, Town Manager

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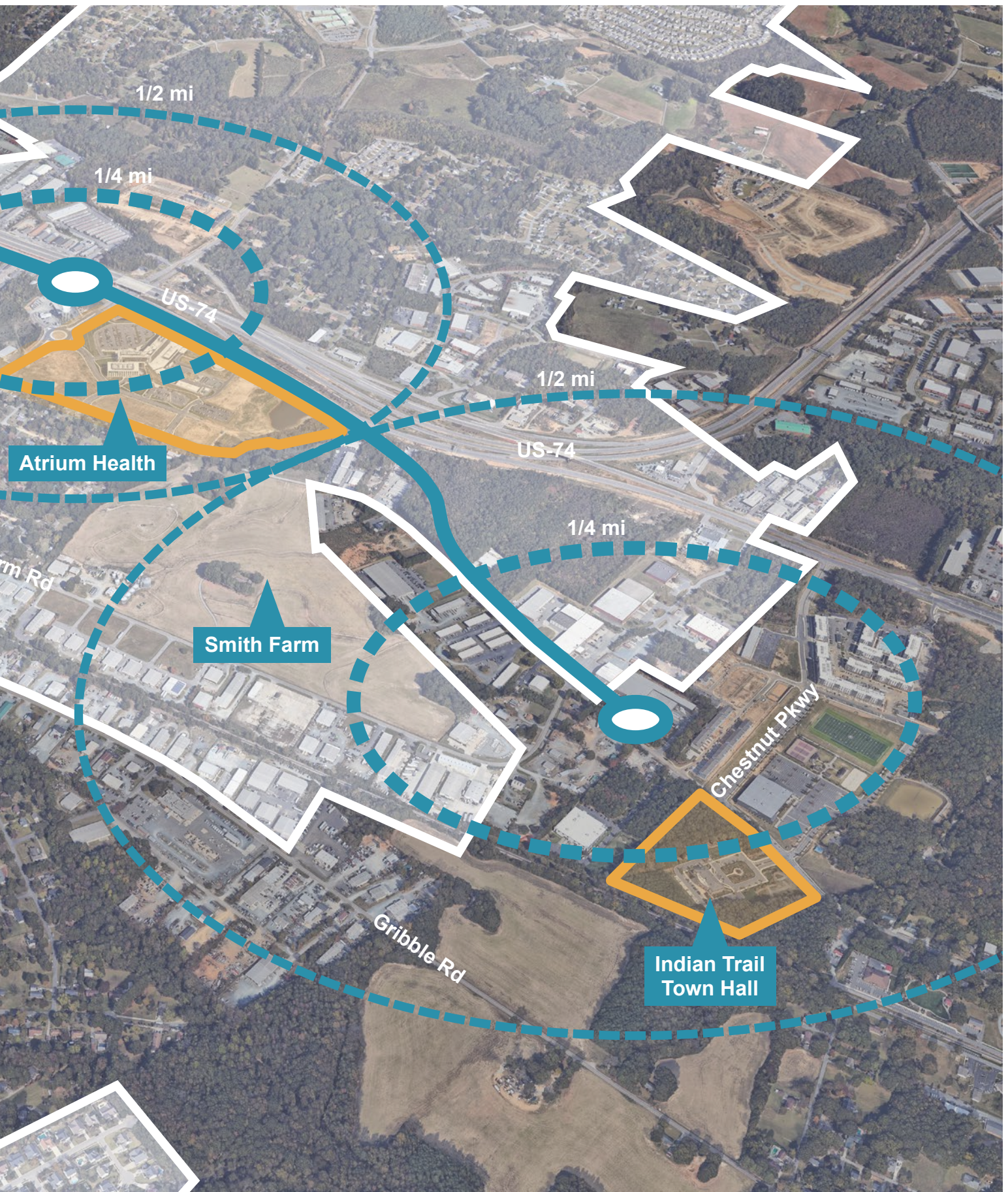




## AREA AT A GLANCE

The study area include the surroundings of two planned light rail transit stops in and near Stallings. The primary area is that alongside US-74 near the recently-constructed Atrium Health complex. The other area is the part of Stallings within a 1/2-mile distance of the planned Indian Trail light rail station. The map shows these two areas in relation to the current town center area of Stallings.







# INTRODUCTION

**Destination Stallings is a transit-oriented development planning process, product, and suite of implementation elements.**

## STALLINGS & THE CHARLOTTE METRO AREA

Stallings was once a suburban, somewhat rural town, but is a rapidly growing community as is most of the Charlotte Metro area. Its proximity to Charlotte and other nearby towns, new development, and recent and planned infrastructure investments, have made Stallings more desirable to live and work in. This includes the completion of I-485 in the early 2000s, the US-74 / Monroe Bypass in 2019, and the construction of the Atrium Health hospital campus and new street network, in 2022.

Now, the planned LYNX Silver Line light rail transit line extension from Uptown Charlotte to Stallings and Indian Trail is poised to further transform the area near Stallings Road and US-74. These realities have substantiated the need for updated planning for this area to consider and shape future change.

## ADOPTED & FUTURE PLANS

Current plans and ordinances must be updated to properly integrate this new transportation infrastructure vision with the future growth of the community, ensuring a vibrant, well-coordinated, mixed-use center. The 2017 Stallings Comprehensive Land Use Plan and other of concurrent and subsequent small area plans (created around the same time) currently guide development and growth in Stallings. But, they did not consider the planned LYNX Silver Line light rail at the time of writing.

## UPDATED PLANNING

In order to stay up to date and more effectively guide development and infrastructure decisions, this planning process was started in 2024. Destination Stallings studied areas generally within ½ mile of the proposed Stallings and Indian Trail transit stations, also known as “station areas.”

The planning effort had three main goals: 1) integration of the future LYNX Silver Line into the Stallings Comprehensive Land Use Plan, 2) Reimagine the Monroe Expressway Small Area Plan, and 3) draft a Transit Oriented Development Overlay Ordinance to be incorporated into the Stallings Development Ordinance.

Destination Stallings involved an array of community outreach and reflects best practices of urban design and planning that are also consistent with the goals and visions established in the Stallings Comprehensive Land Use Plan and other current guiding documents in the community. It envisions a compact, walkable development pattern with slightly increased development densities close to planned transit stations, a more robust mixed-use medical campus at Atrium Hospital, and the addition of parks, open spaces, and trail systems throughout.



# RATIONALE FOR PLANNING

## DEVELOPMENT IS NOT DEPENDENT ON TRANSIT

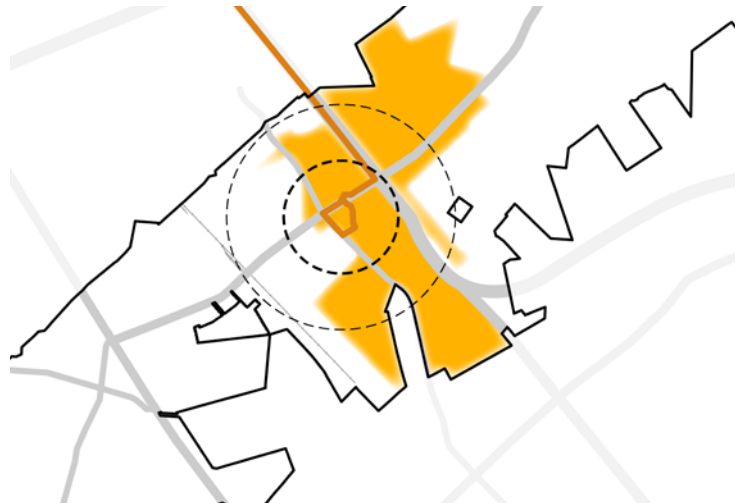
### LIGHT RAIL TRANSIT

The planned LYNX Silver Line creates a primary reason to plan for transit-oriented development. As stated, the goal of this plan is to successfully integrate Stallings with the potential future facility in order to create a more compact, walkable, and dense mixed-use development district. The major transit infrastructure and new vision would accompany market demand in the area for housing, employment, and commercial, and recreational uses.



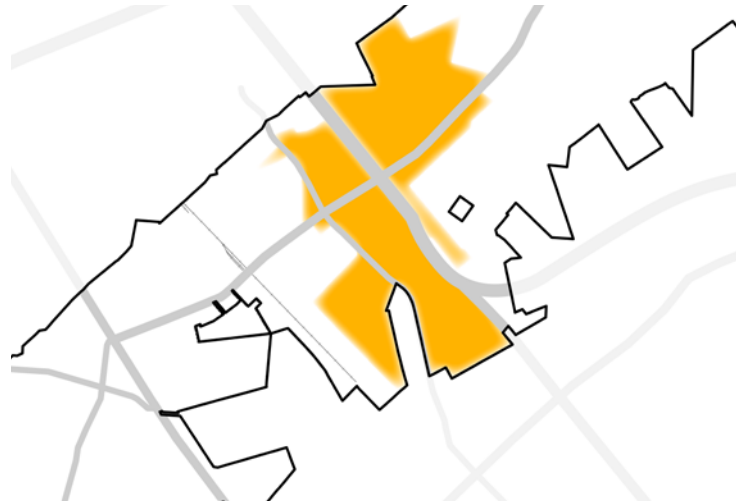
### BUS RAPID TRANSIT

At the time of writing, there is discussion at the Charlotte Area Transit System (CATS), the agency that would operate and manage the LYNX Silver Line, to alter the design of the Silver Line from Uptown Charlotte to Stallings to Bus Rapid Transit (BRT) instead of light rail transit (LRT) as it had been designed to date. While the potential route and design of this facility is still uncertain, it is still expected to bring significant demand for transit-oriented development to the area.



### NO TRANSIT

Even without a mass transit facility, the demand for walkable, mixed-use development in the study area would still be very high. The prime gateway location, recent investments, major employers, and quick access to regional highways are likely to facilitate development patterns that go beyond the capacity of current plans and regulations.



# LOCATION & CONTEXT



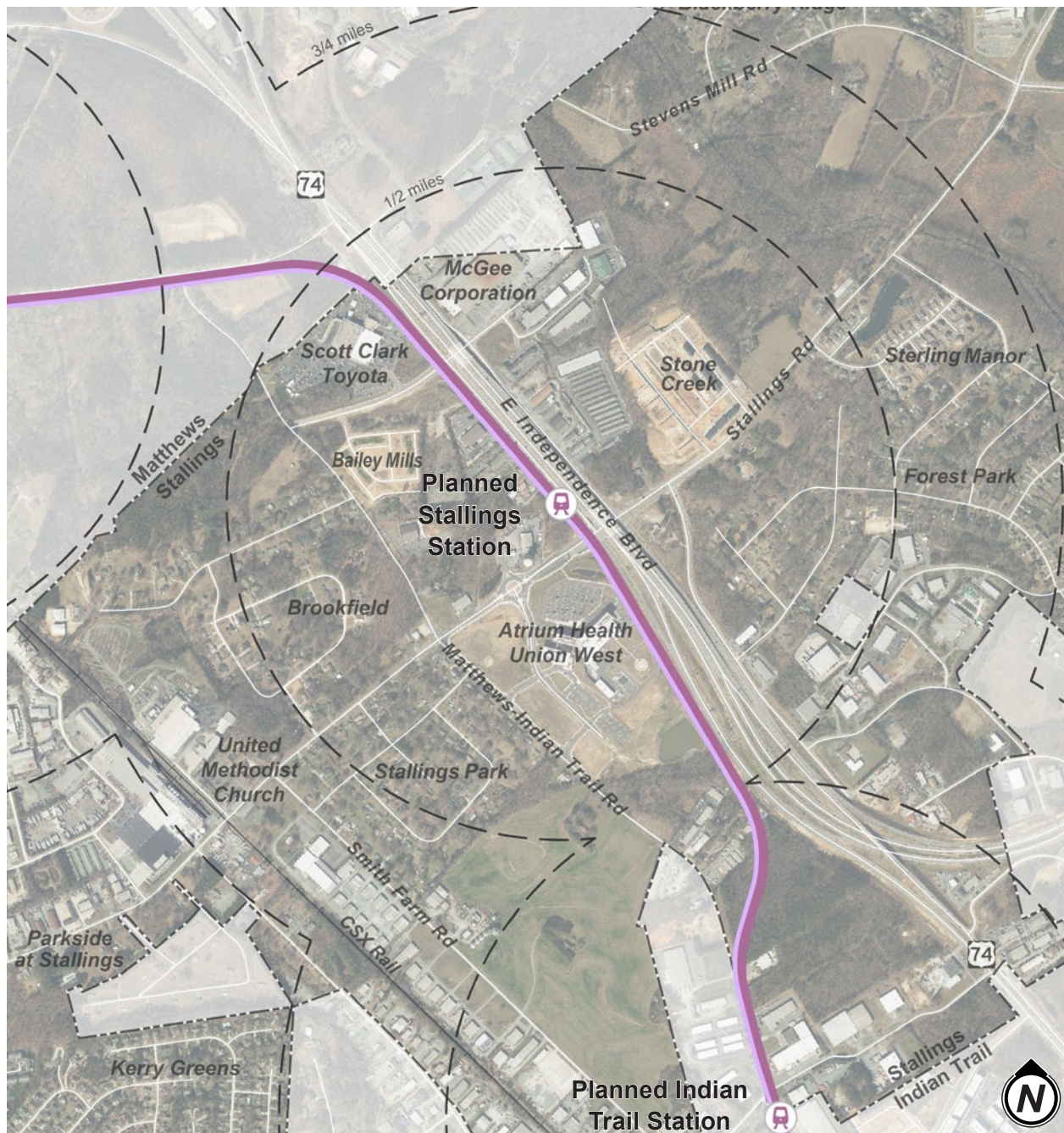
US-74 crosses over Stallings Road. The on/off ramp area is currently a challenge for walking and cycling.



# PRIMARY FOCUS AREA:

## STALLINGS STATION AREA & 1/2 OF INDIAN TRAIL STATION AREA

The primary study area includes all land within the Town of Stallings at both station areas. This is effectively one and one half Transit Oriented Development areas.





# PLANNED LYNX SILVER LINE

## PLANNED REGIONAL LIGHT RAIL TRANSIT

The LYNX Silver Line is a proposed 29-mile light rail project from the City of Belmont, through Center City Charlotte and the Town of Matthews, with a potential extension into Union County. It is this potential extension, combined with outdated long-range plans and new demand for mixed-use development, that has created a reason to plan. Destination Stallings as a Transit Integration Plan envisions how this regional facility, if implemented, will better connect Stallings to the Charlotte region and leverage the creation of two transit-oriented development areas.

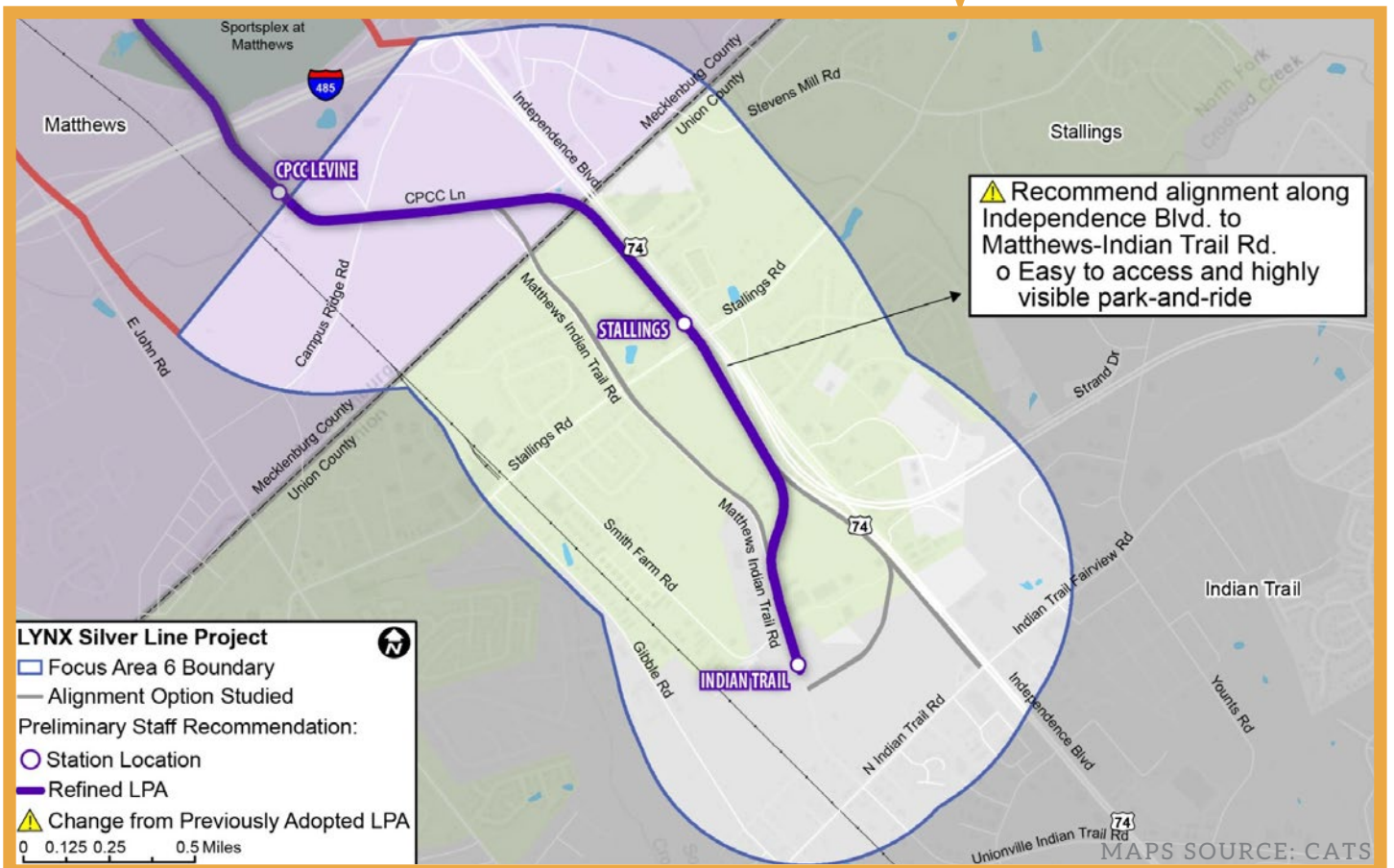
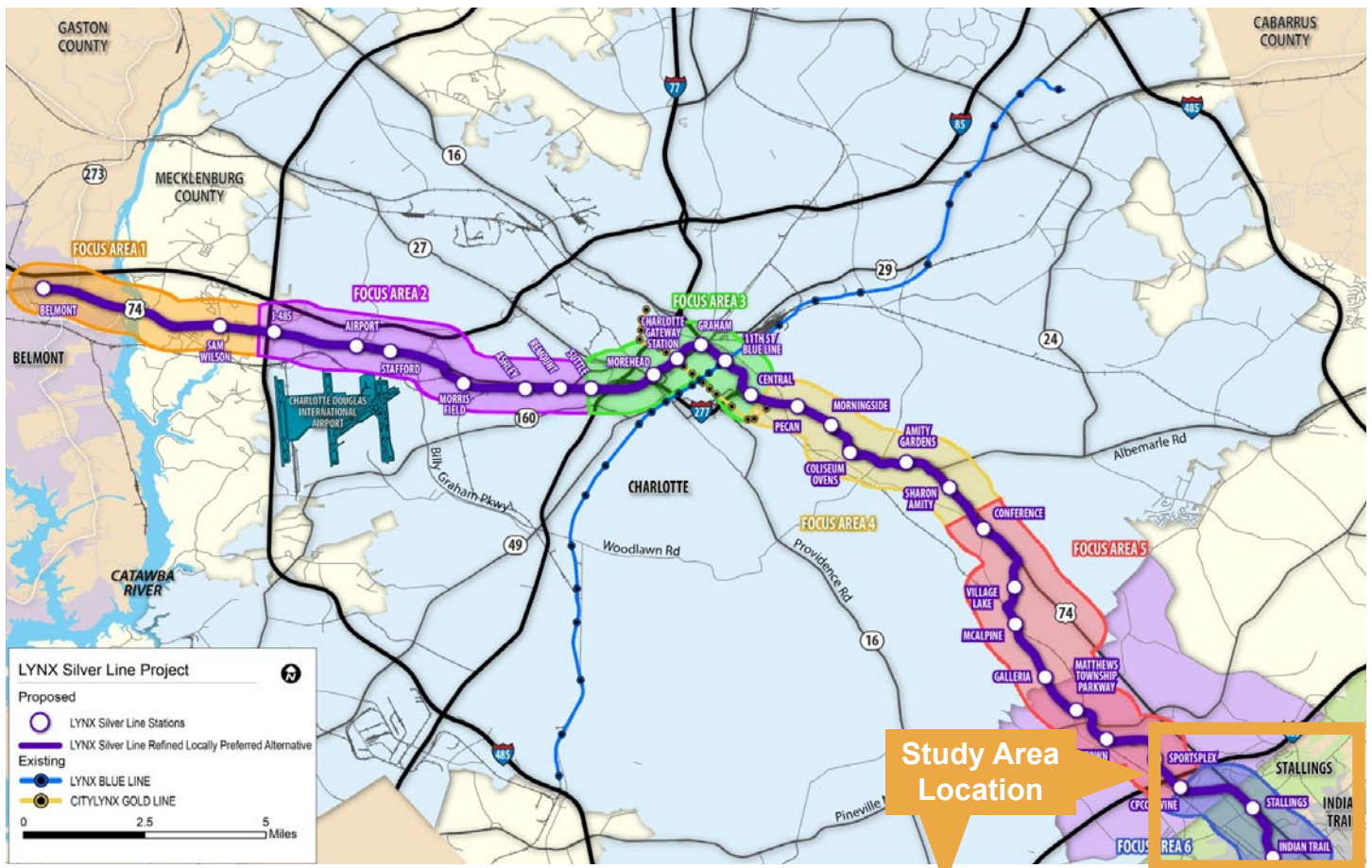
## TRANSIT-ORIENTED DEVELOPMENT

Transit-Oriented Development (TOD) is development around transit facilities that is designed to accommodate the usage of transit. TOD principles encourage mixed-use zoning, higher density, pedestrian-friendly design, and affordable housing, and high-quality public spaces. Benefits include increased property values, job creation, reduced traffic, and improved quality of life. TOD can and should look and feel different in Stallings than it does in Charlotte's South End. In Stallings development densities may be lower, but streets and public spaces still well-connected and vibrant.



IMAGE SOURCE: CATS







# PLANNING PROCESS

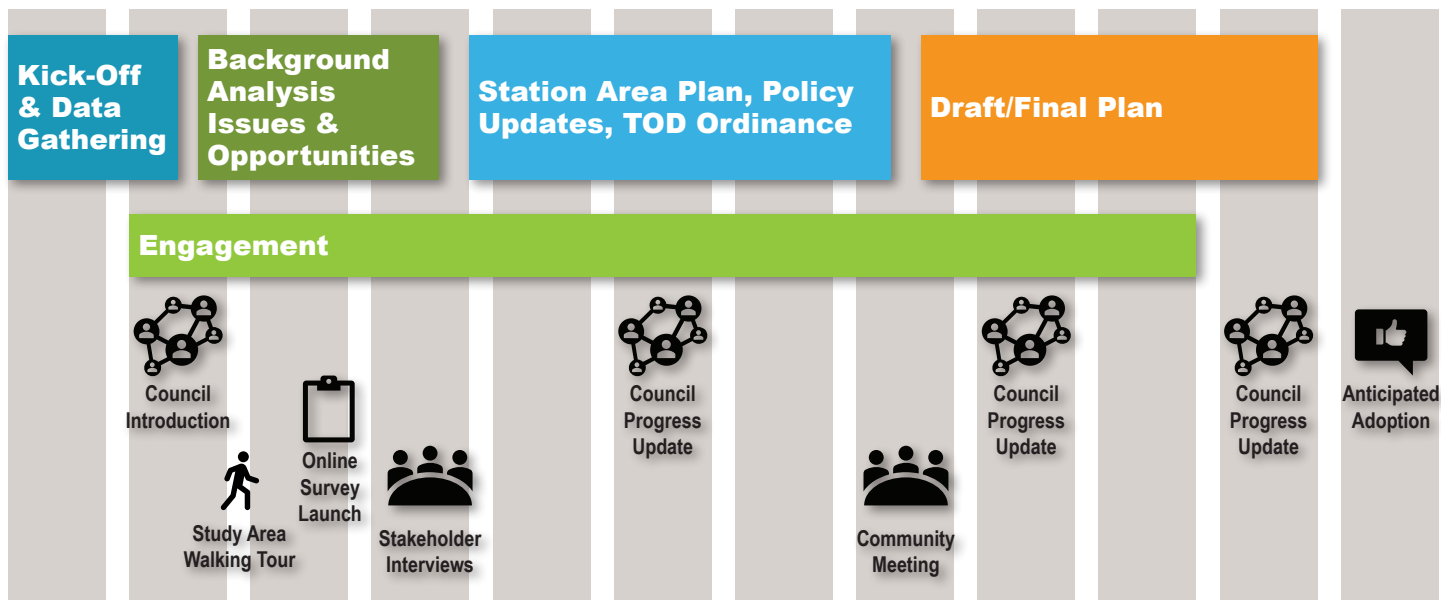


The team presented draft concepts to the community during Stallings Fest and received great feedback on this project.



## OVERVIEW

The Destination Stallings planning process has involved community outreach, site tours, an online survey, thorough analysis of existing conditions and opportunities and constraints, a review of previous plans, and the development of a conceptual master plan (small area plan) for the area.



The project team and town staff conducted a walking tour of the area around Stallings Road and US 74 to better understand existing conditions, issues and opportunities.



# BACKGROUND DOCUMENTS

Stallings has a history of good community planning. Several background documents were reviewed in the creation of this plan. These range from the Comprehensive Land Use Plan to relevant small area plans (some of which are amended as part of this process).



## Stallings Comprehensive Land Use Plan:

- No identifiable town center; need to establish one close to station
- Zoning ordinance site design controls are not in place to allow diversified development, specifically mixed-use development and variations in density, that would positively impact the Town's identity
- U.S. 74 bisects Stallings, creating a mental and physical barrier between the north and south sides of Town

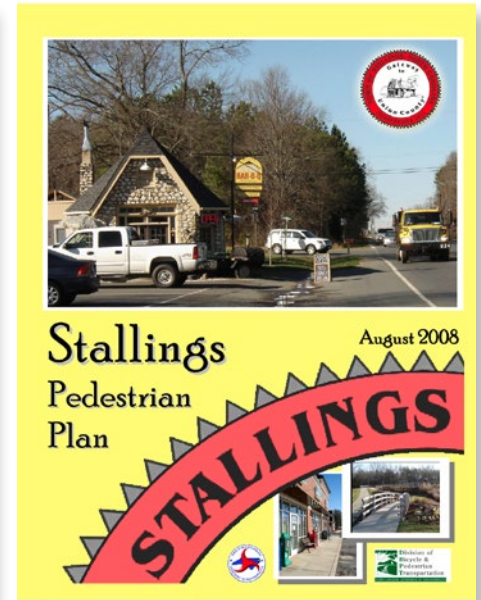
## Connect Stallings: Recreation & Greenway Master Plan:

- The future McKee Rd will also have a trail called "CS2 Central Spine Loop" which will extend from Old Monroe Rd to Stevens Mill Rd and Stallings Rd
- The Carolina Thread Trail passes through Stallings in two locations: along N. Fork Crooked Creek and along Old Monroe Rd. These two planned trail corridors present a significant opportunity for a partnership between the Town of Stallings and the Carolina Thread Trail and to connect to the Silver Line Rail Trail

## Stallings Small Area Plans:

- Development of street section to increase vehicular capacity while supporting downtown character
- Provision of on-street parking on Stallings Rd
- Promoting a resilient transportation network, including a connected network of complete streets
- Creating a local market that supports town-based businesses and employment, including strategically locating high-quality, mixed-use development and multi-family housing to create demand for quality commercial development





## LYNX Silver Line TOD Development Study:

- The Stallings station will be primarily a commuter station, meaning residents may walk or drive to the station to take the light rail to Charlotte or elsewhere. This is important for the proposed development around the station as there may be need for parking structures
- Pursue multimodal connections to Atrium Health Union West Hospital and the Town of Stallings
- There are sidewalks along Stallings Rd and other roads in the neighborhood east of the proposed station

## 2030 Economic Development Plan:

- Improve balance of tax base to improve overall financial strength
- Local business retention and expansion
- Attract new jobs & investment (as aligned to Town's vision)
- Identify, reserve, market for commercial development
- Create traditional downtown, walkable town center
- Market the town, awareness of great neighborhoods and greenways

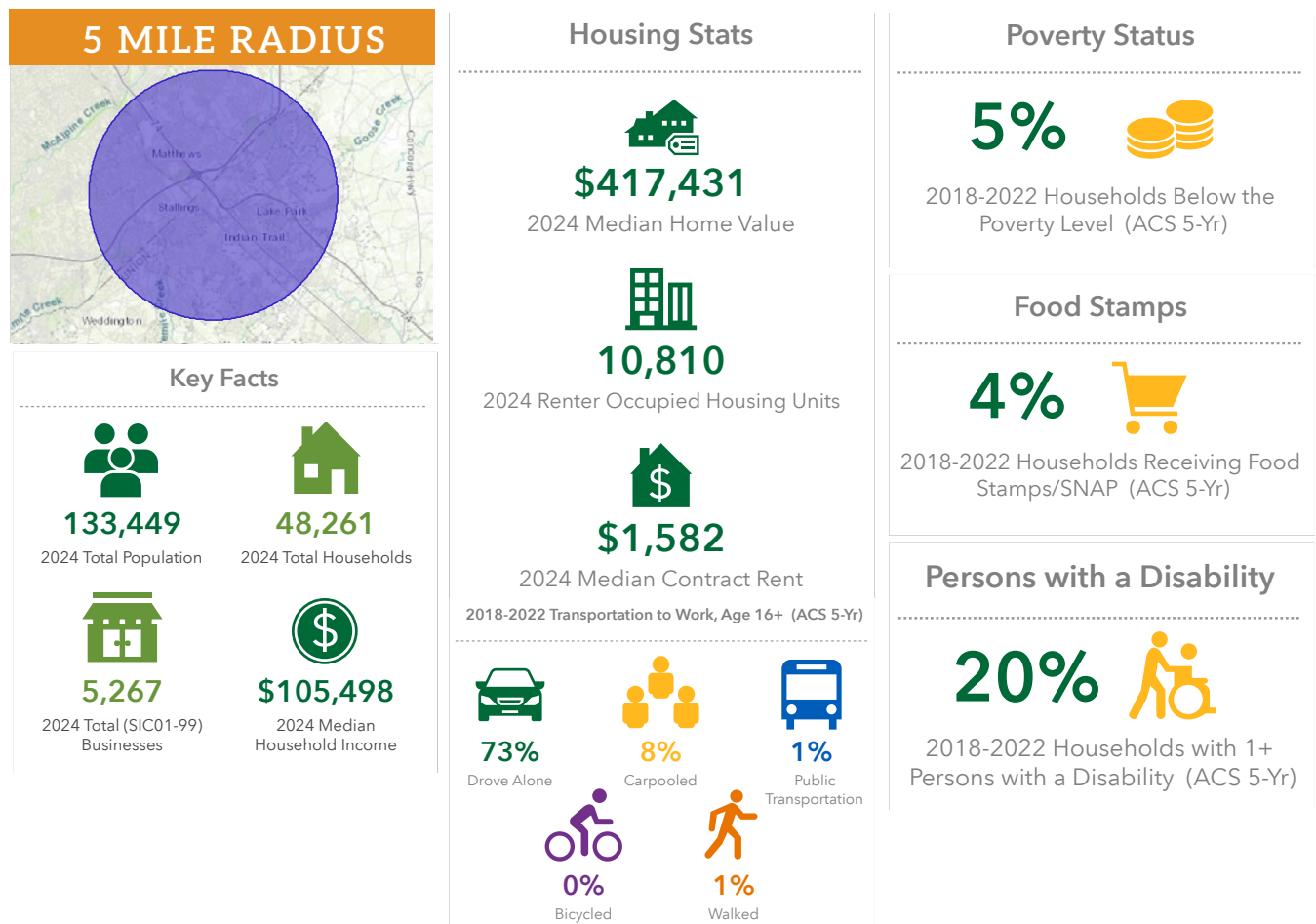
## Stallings Pedestrian Plan:

- Most of the dwellings are within a five-minute walk of the center
- There is a variety of dwelling types - usually houses, rowhouses, and apartments
- At the edge of the neighborhood, there are shops and offices of sufficiently varied types to supply the weekly needs of a household
- Streets within the neighborhood form a connected network, which disperses traffic by providing a variety of pedestrian and vehicular routes to any destination

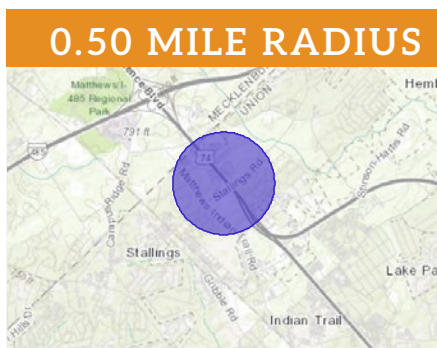
# DEMOGRAPHICS & COMMUNITY PROFILES

## TOP TAKEAWAYS

- In both the 5 mile and 0.50 mile buffer around the LYNX station, 73-77% of people drive alone and almost 0% of people bike, walk, or take public transit
- The population of Stallings is predominantly white (approx. 75%) and has age spreads of teenagers and middle-aged folk which is similar to the national demographic
- Mecklenburg County has only approx. 45% white people and 55% minorities.
- 20% of households have at least 1 person with a disability - important to note for ADA & multimodal mobility options
- The poverty level is nearly 11% higher in the 0.50 mile buffer than the 5 mile buffer



- The unemployment rate is nearly 9% higher in the 0.50 mile buffer than the 5 mile buffer
- Median household income in the 0.5 mile buffer is nearly 40% less than that of the 5 mile area
- The total number of houses in the 5 mile area is 10,810 but there are only 81 in the 0.50 mile area



#### Key Facts



590

2024 Total Population



231

2024 Total Households



90

2024 Total (SIC01-99) Businesses



\$73,508

2024 Median Household Income

#### Housing Stats



\$358,750

2024 Median Home Value



81

2024 Renter Occupied Housing Units



\$1,552

2024 Median Contract Rent

2018-2022 Transportation to Work, Age 16+ (ACS 5-Yr)



77%

Drove Alone



7%

Carpooled



0%

Public Transportation



0%

Bicycled



0%

Walked

#### Poverty Status

16%



2018-2022 Households Below the Poverty Level (ACS 5-Yr)

#### Food Stamps

21%



2018-2022 Households Receiving Food Stamps/SNAP (ACS 5-Yr)

#### Persons with a Disability

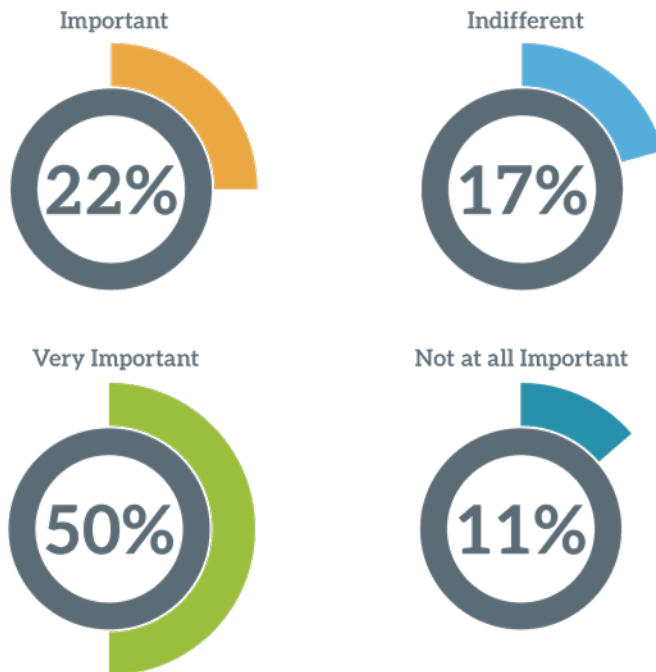
26%



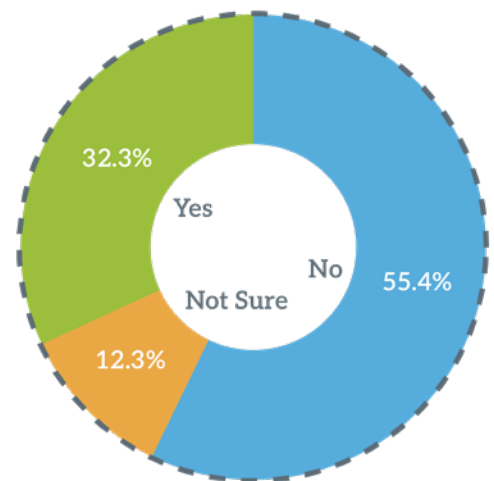
2018-2022 Households with 1+ Persons with a Disability (ACS 5-Yr)

# PUBLIC SURVEY RESULTS

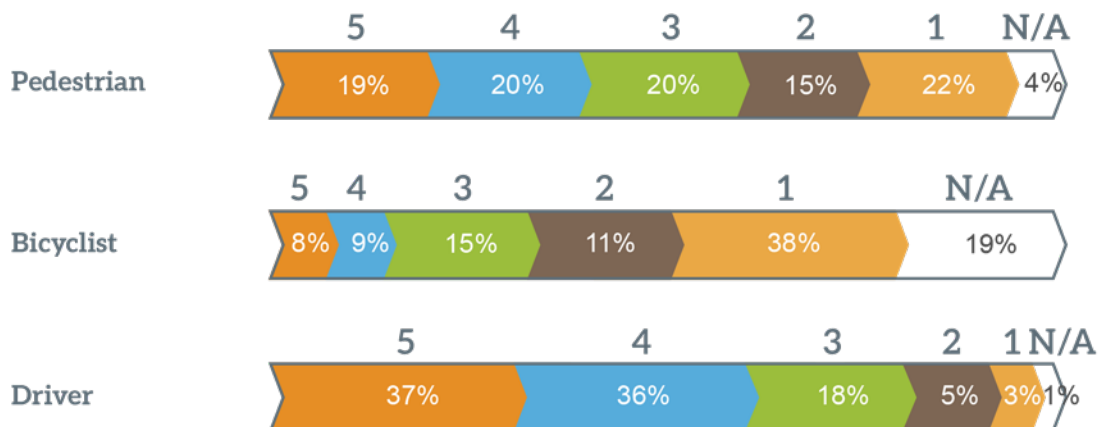
1. How important is it for you to have a mix of residential, commercial, and recreational spaces within the station area in the future?



2. Today, do you think there are adequate green space and recreational facilities in the study area?

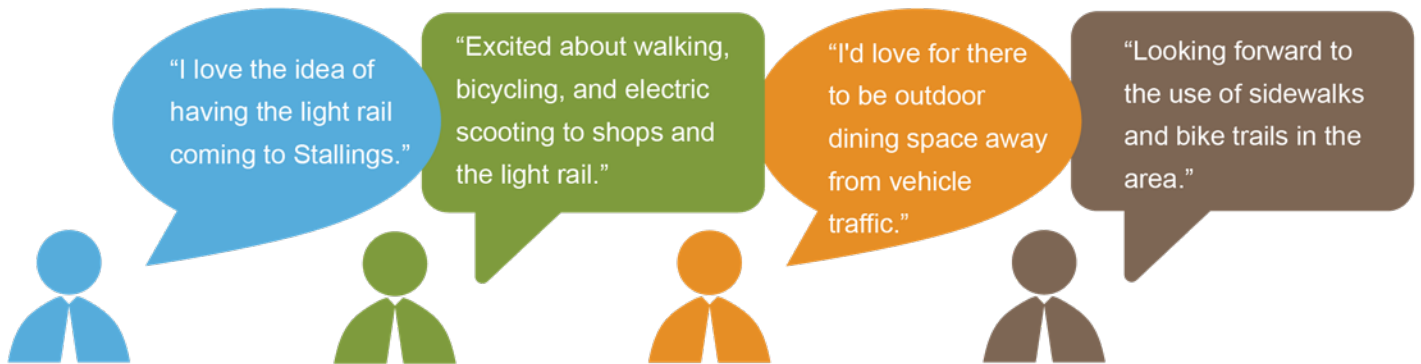
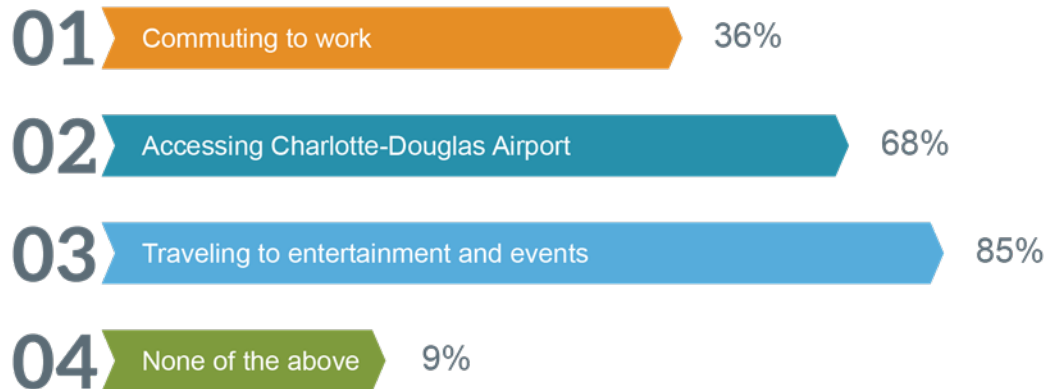


3. On a scale from 1 to 5, with 1 being not safe and 5 being very safe, how safe do you feel today as a:

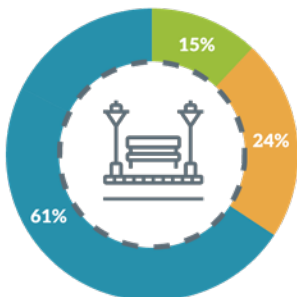




4. When the Stallings Station opens in the future, what do you think you will most likely use the light rail transit service for? (Select all that apply)

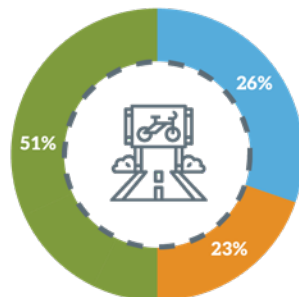


5. If there were safe and beautiful ways (e.g. wide sidewalks with lighting and landscaping) to walk to the Stallings Station area in the future, would you walk there?



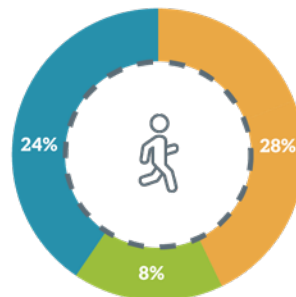
■ Yes  
■ No  
■ Not Sure

6. If there were safe and beautiful ways (e.g. off-street bicycle paths with lighting and landscaping) to bicycle to the Stallings Station area in the future, would you bike there?



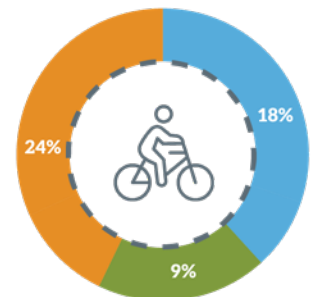
■ Yes  
■ No  
■ Maybe

7. If you would walk to the station, how often?



■ Monthly  
■ Weekly  
■ Daily

8. If you would bike to the station, how often?



■ Monthly  
■ Weekly  
■ Daily



# EXISTING CONDITIONS & OPPORTUNITIES





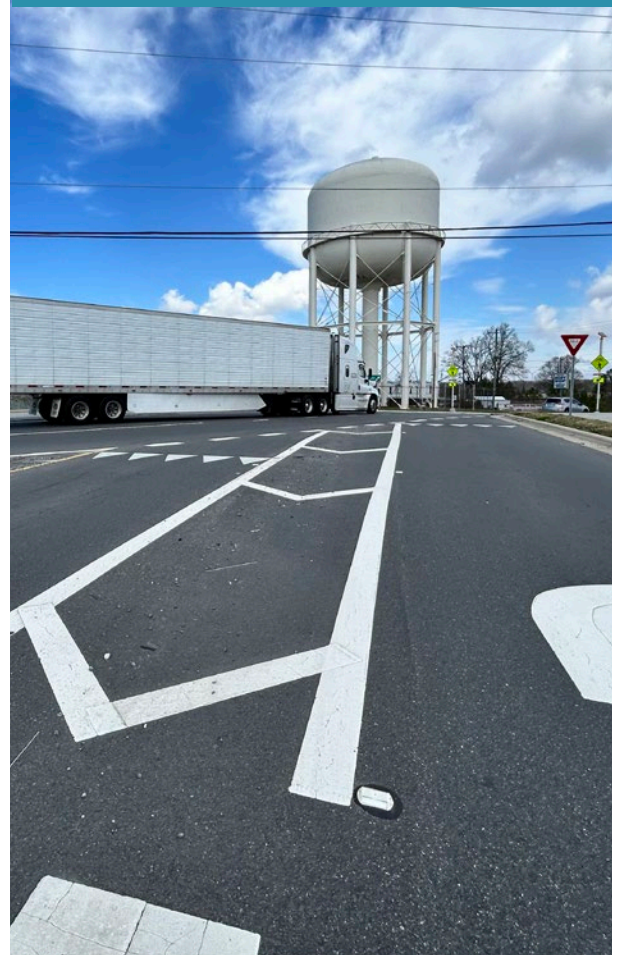
The US 74 underpasses at Stallings Rd and Marie Garris Rd present challenges for pedestrian safety.



## OVERVIEW

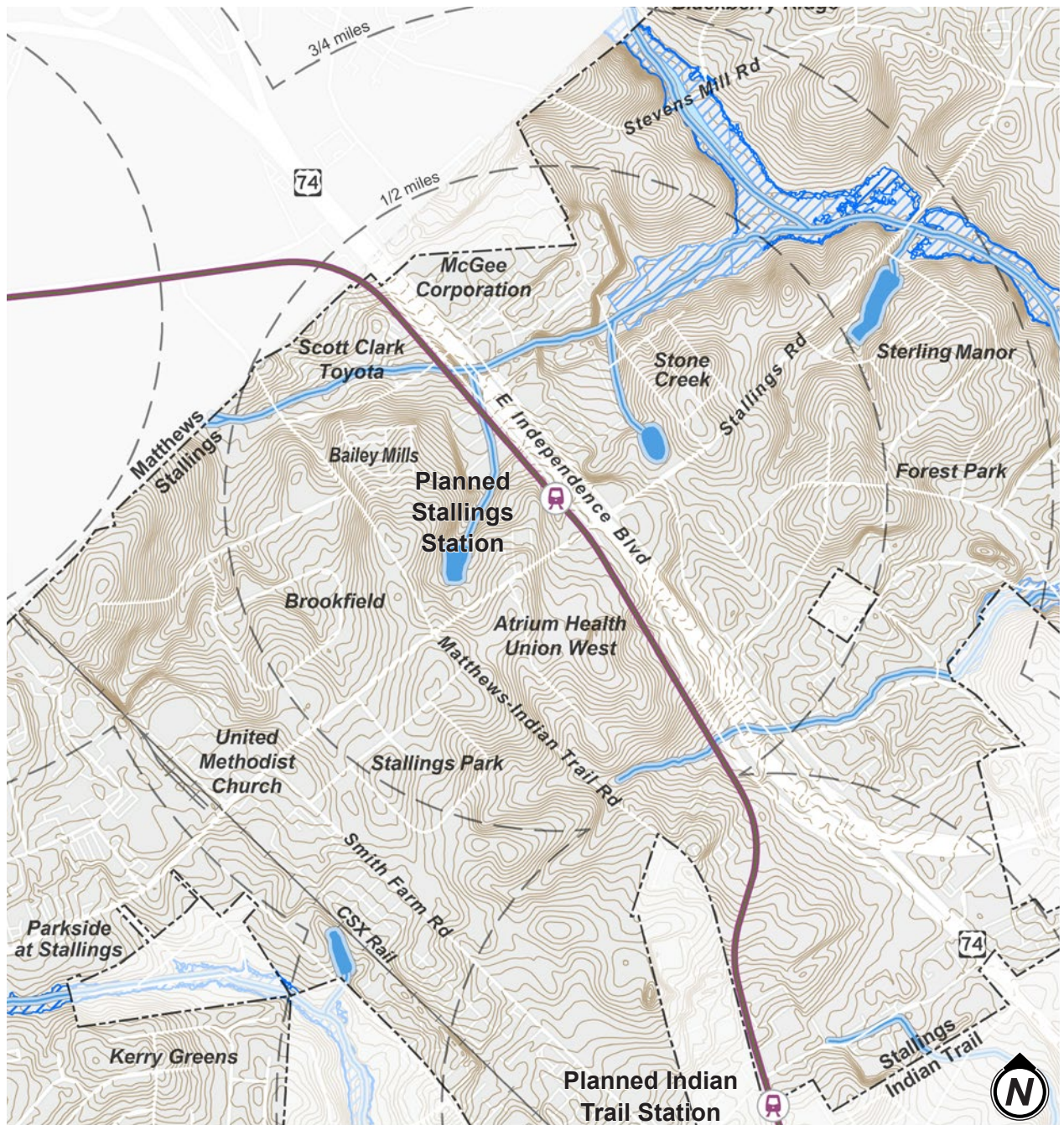
The Destination Stallings study area includes a range of contexts including older single family neighborhoods, legacy agricultural properties, scattered light industrial uses, large tracts of undeveloped land, new townhome neighborhoods and highway-oriented development. Roadway cross sections range from 3-lane one-way highway access roads, to 2-lane roads with sidewalks, to unmarked local roads with ditch swales. The existing context is not consistent with the vision for a mixed-use, walkable destination district outlined in the Stallings Comprehensive Land Use Plan.

The water tower on Stallings Rd is an iconic and memorable feature.



Several undeveloped areas exist near the Atrium Hospital and future LYNX Silver Line Station. Many properties are currently for sale.





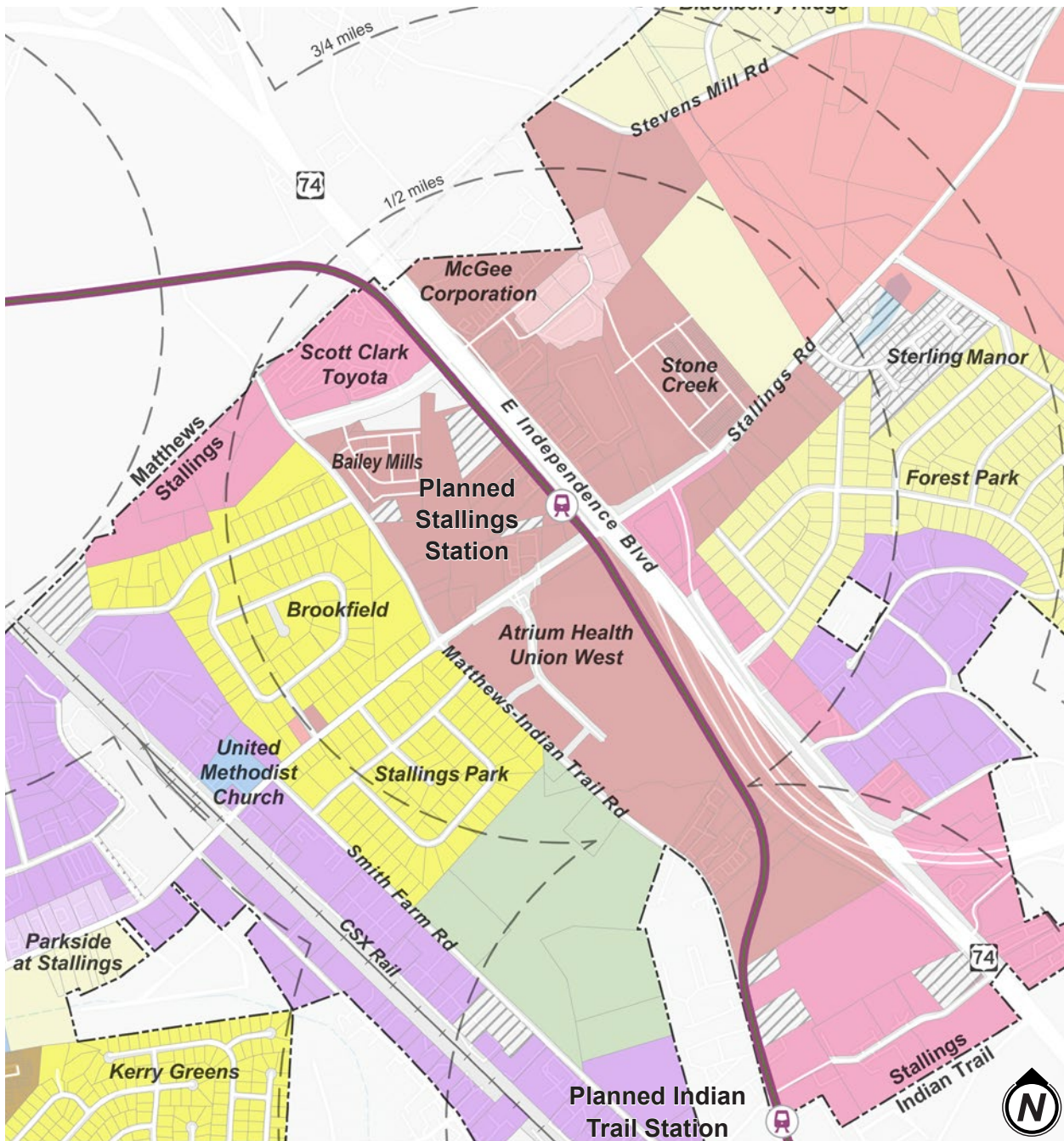
## ENVIRONMENTAL

Within a half-mile radius of the planned transit station, two streams with its water quality buffer are located both to the south and north. Northeast of Independence Boulevard, a 100-year flood zone runs along the northern stream. The most significant slope is found just west of the station.

### Legend

Stallings Boundary	Lakes
Roads	Water Quality Buffer 35 ft
Railroads	Streams
LYNX Silver Line Stations (Adopted)	Contours (1 ft)
LYNX Silver Line Route (Adopted)	<b>2014 FEMA Zones</b>
Silver Line Rail Trail	100 Year Flood Zone
	500 Year Flood Zone
	100 Year Floodway





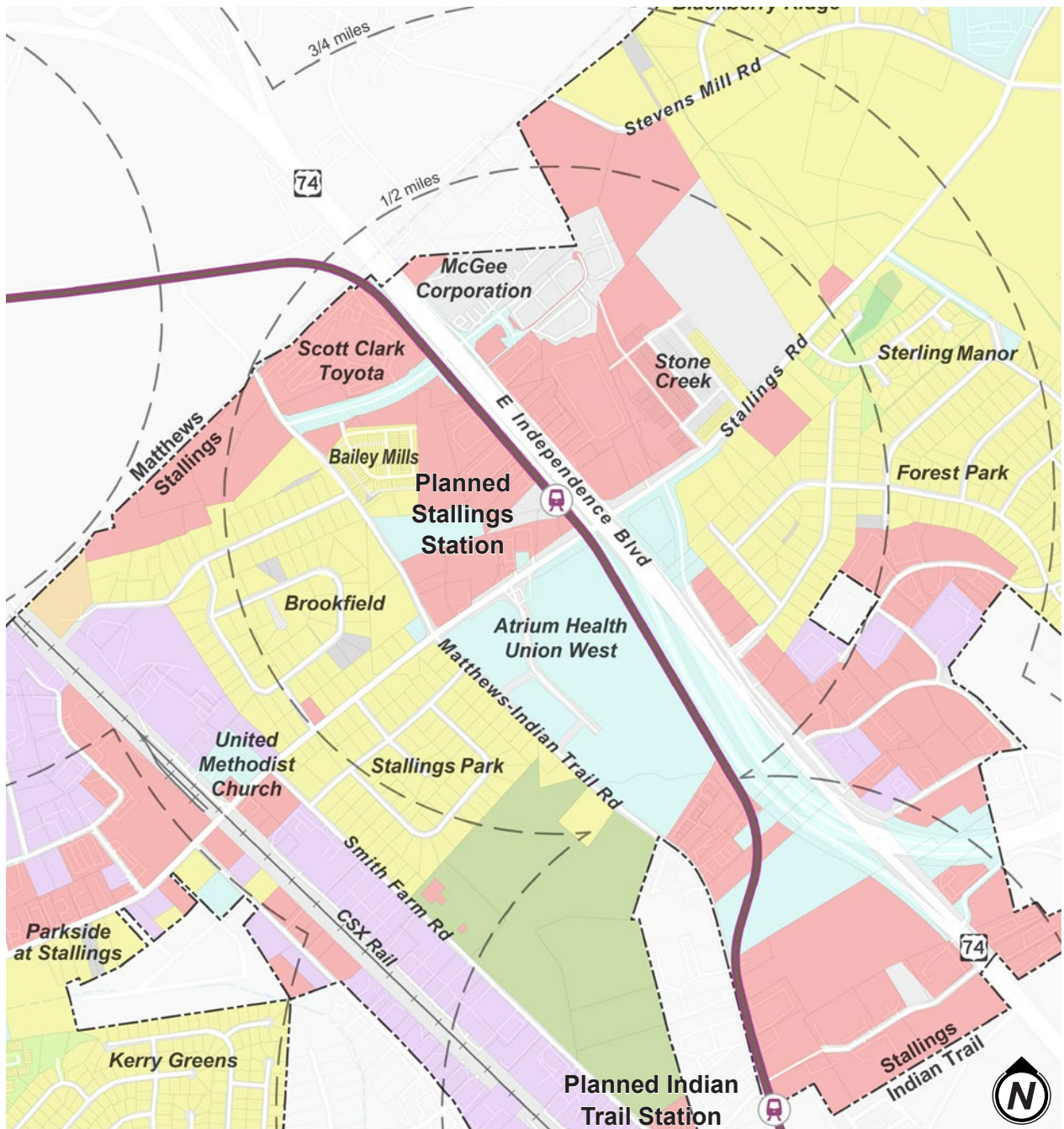
## ZONING

On the southwest side of the planned transit line and Independence Boulevard, most of the land is zoned as Mixed Use 2, while parcels along the line and highway are designated as Hwy-74 Commercial. Within a half-mile radius of the planned transit station, additional zoning classifications include Single-Family 3, 2, and 1, as well as Industrial, Business Center, and Agricultural zones.

## Legend

Stallings Boundary	Hwy-74 Commercial
Parcels	Civic
Roads	Conditional Zoning
Railroads	Industrial
LYNX Silver Line Stations (Adopted)	Multi-Family Transitional
LYNX Silver Line Route (Adopted)	Mixed Use 1
Silver Line Rail Trail	Mixed Use 2
Agriculture	Single Family 1
Business Center	Single Family 2
	Single Family 3
	Town Center





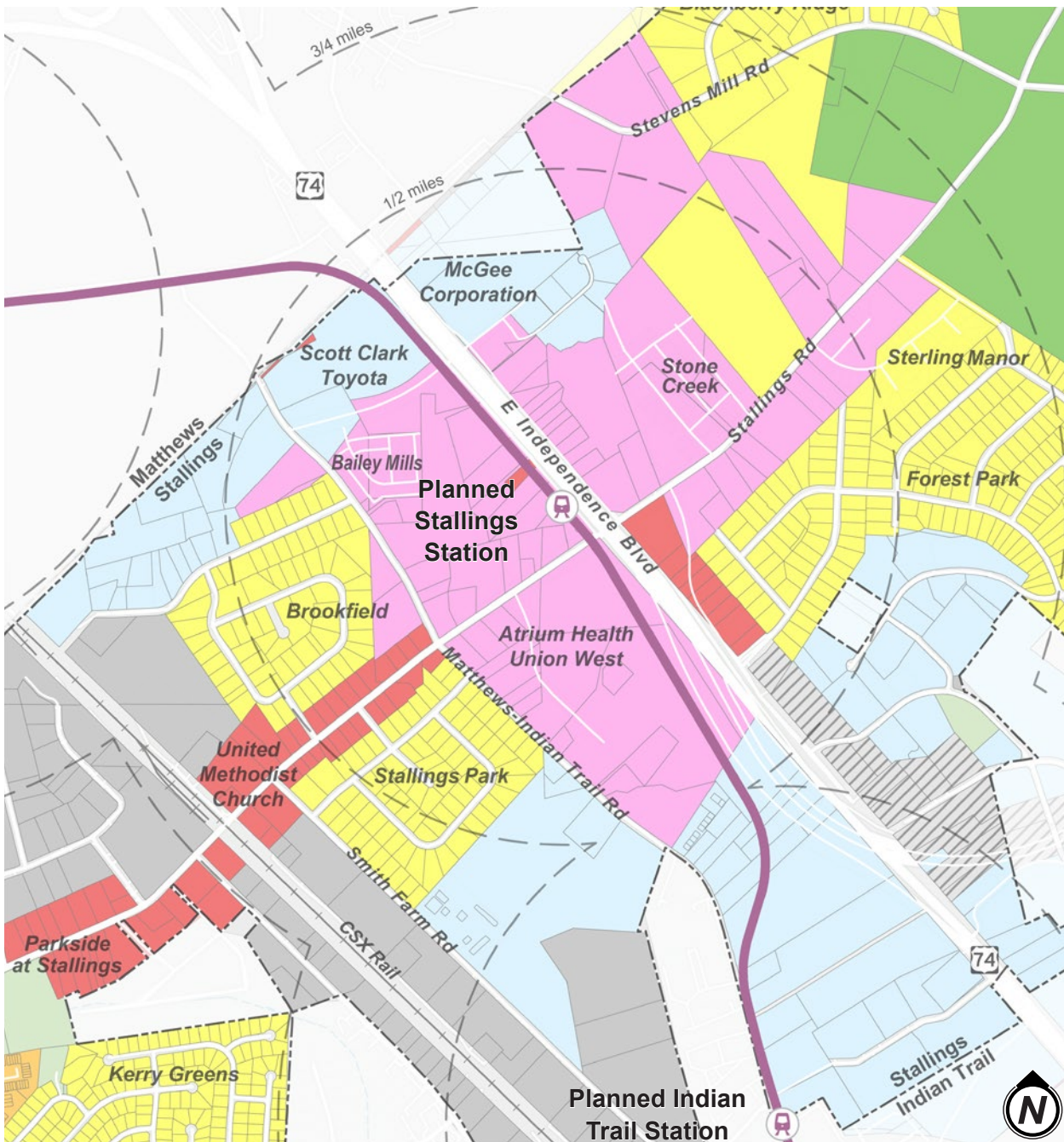
## EXISTING LAND USE

Independence Blvd and its adjacent parcels are primarily occupied by government owned land and Atrium's hospital site. These areas also feature significant commercial and industrial land uses. The land along the railroad is predominantly used for industrial purposes. Within the broader study area, a considerable portion of the land is dedicated to residential properties, additional commercial enterprises, and agricultural activities.

## Legend

Stallings Boundary	<b>Existing Land Use</b>
Parcels	Commercial
Roads	Common Open Space
Railroads	Farm
LYNX Silver Line Stations (Adopted)	Govt/School/Church
LYNX Silver Line Route (Adopted)	Industrial
Silver Line Rail Trail	Partial Exemption
	Residential
	Unbuildable





## FUTURE LAND USE

The future land use around the core area along Independence Boulevard and the proposed transit line is designated as a walkable activity center, suburban commercial center, and suburban office center. Existing single-family neighborhoods and properties along the CSX railroad will continue to be designated for industrial use. Additionally, Stallings Road, particularly south of Matthews-Indian Trail Road, will feature land uses designated as a suburban commercial center.

## Legend

Stallings Boundary	<b>Future Land Use</b>
Parcels	Civic Space
Roads	NCDOT Right of Way
Railroads	Industrial Center
LYNX Silver Line Stations (Adopted)	Multi-Family Neighborhood
LYNX Silver Line Route (Adopted)	Open Space
	Suburban Commercial Center
	Single-Family Neighborhood
	Suburban Office Center
	Walkable Activity Center



# OPPORTUNITIES & CONSTRAINTS

## LAND USE & DEVELOPMENT

Despite being constrained by major roads, industrial parks, and other factors, this area has significant revitalization potential. By conserving existing neighborhoods and utilizing vacant or underutilized properties, new mixed-use, traditional neighborhood, and transit-oriented developments can create vibrant, engaging spaces.











The planned transit line and its stations will spur development and opportunities around these nodes, improving connectivity and land use integration across the study area. The Atrium Hospital can serve as a catalyst for growth, enhancing the area's appeal and functionality.

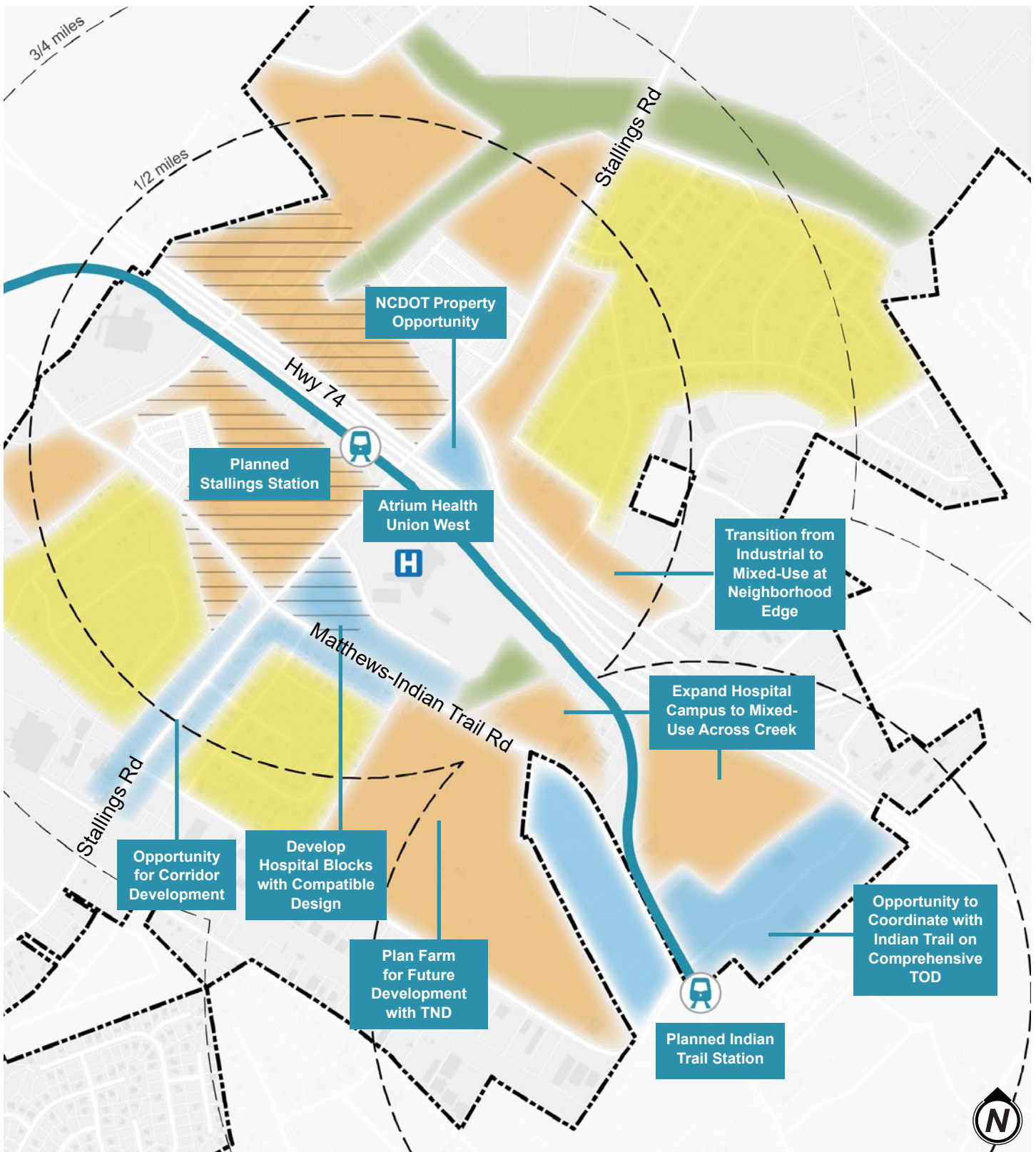
Future development strategies should focus on leveraging existing infrastructure, enhancing community amenities, and fostering sustainable growth. Emphasis should be placed on conserving existing neighborhoods, creating pedestrian-friendly environments, integrating green spaces, and ensuring a balanced mix of residential, commercial, and recreational uses.

### KEY TAKEAWAYS

- **Mixed-Use Development**
- **Transit-Oriented Development (TOD)**
- **Community Enhancement: Focuses on improving street connections and residential neighborhoods.**
- **Catalyst Institutions: Leverages key institutions like the Atrium Hospital to drive regional growth and development**

### Legend

 Stallings Boundary	<b>Potential Land Use Areas</b>
 Parcels	 Special Considerations
 Roads	 Primary Redevelopment
 Railroads	 Neighborhood Conservation
 LYNX Silver Line Stations (Adopted)	 Open Space
 LYNX Silver Line Route (Adopted)	 Higher Intensity Transit Oriented Development
 Atrium Health Union West	





# OPPORTUNITIES & CONSTRAINTS

## MOBILITY

The CSX railroad to the south and Independence Boulevard to the north both serve as significant obstacles, hindering potential connectivity. Key intersections along Stallings Road and Marie Garris Road act as primary entry points into the study area. However, these intersections currently pose barriers to safe and comfortable connectivity for pedestrians and bicyclists.












Stallings presents a unique opportunity to overcome these barriers with the improvements along the planned transit line. This development can enhance neighborhood connections through greenways, gateway corridors, and improved transit options. Additionally, the creation of new street connections and networks can further improve overall connectivity throughout the study area, fostering a more integrated and accessible community.

The planned transit line, in particular, offers a transformative potential for the area. By integrating the new transit line with pedestrian and bicycle-friendly infrastructure, Stallings can create a seamless and safe environment for all modes of transportation. This includes the development of dedicated bike lanes, pedestrian walkways, and well-designed transit stations that are easily accessible.

### KEY TAKEAWAYS

- **Major Barriers:** The CSX railroad and Independence Boulevard are significant obstacles to connectivity.
- **Critical Intersections:** Key intersections on Stallings Road and Marie Garris Road act as portals but also pose connectivity challenges.
- **Transit Opportunities**
- **Infrastructure Enhancements**
- **Street Networks**
- **Integrated Planning**

### Legend

	Stallings Boundary		Barriers
	Parcels		Key Intersections
	Roads		Potential Street Connections
	Railroads		Opportunity for Street Network
	LYNX Silver Line Stations (Adopted)		
	LYNX Silver Line Route (Adopted)		
	Atrium Health Union West		





# OPPORTUNITIES & CONSTRAINTS

## BIKE, PEDESTRIAN, & GREENWAY NETWORK

The study area features a network of potential greenways that offer significant opportunities for enhanced bike and pedestrian connectivity. These greenways, along with the planned Silver Line Rail Trail, can serve as vital corridors for non-motorized transportation.

A key component of this network is the Silver Line Rail Trail, which will run parallel to the LYNX Silver Line, providing a dedicated route for cyclists and pedestrians. Currently, the only existing greenway within the study area is located on the property of Atrium Health Union West, running along Stallings Road and Matthew-Indian Trail Road. Enhancing and expanding this greenway is essential.

According to the Connect Stallings Recreation and Greenway Master Plan, a network of primary and connector trails is being developed to form a seamless, extensive pedestrian system throughout the study area. These trails are designed to enhance accessibility, with strategically placed trailheads ensuring convenient entry points and fostering greater connectivity across Stallings. This plan emphasizes the connection of neighborhoods, parks, and key destinations, promoting seamless mobility. Additionally, exploring further greenway opportunities can significantly enhance connectivity. These opportunities include extending existing trails and creating new ones to fill gaps in the network, ensuring comprehensive coverage across the study area.

## MAP ELEMENTS

### Primary Trails

- CS1: Central Spine
- CS2: Central Spine Loop

### Connector Trails

- C3: North Fork Crooked Creek Greenway West
- C4: Sweet Birch Connector
- C5: North Fork Neighborhood Connector
- C6: Wellness Connector








### Trailheads

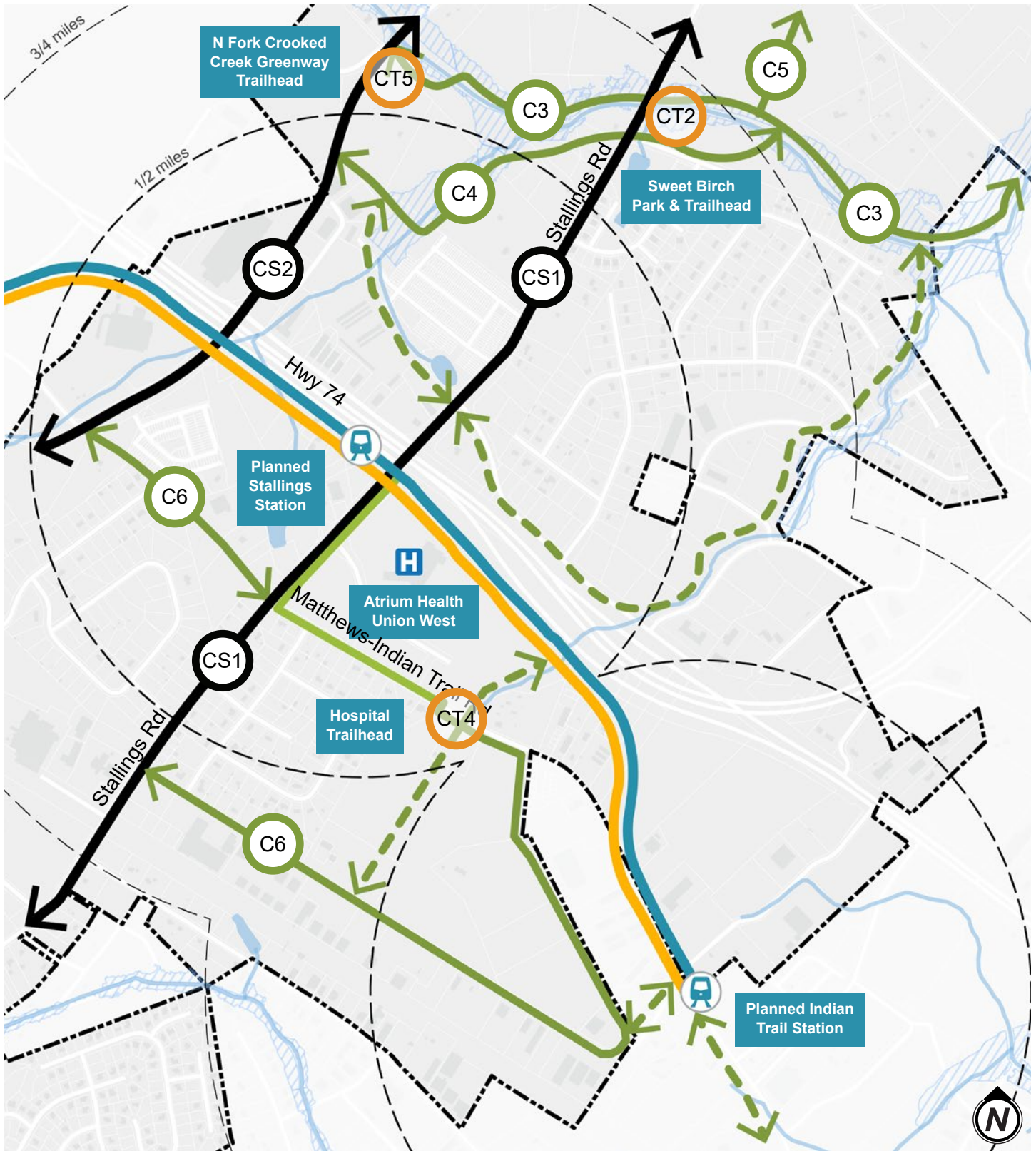
- CT2: Sweet Birch Park Trailhead
- CT4: Hospital Trailhead
- CT5: N Fork Crooked Creek Greenway Trailhead

## KEY TAKEAWAYS

- Rail Trail
- Existing Greenways
- Connectivity

## Legend

	Stallings Boundary		Planned Silver Line Rail Trail
	Parcels		Existing Greenway
	Roads		Connect Stallings Recreation & Greenway Master Plan (Primary)
	Railroads		Connect Stallings Recreation & Greenway Master Plan (Connector)
	LYNX Silver Line Stations (Adopted)		Other Greenway Possibilities
	LYNX Silver Line Route (Adopted)		Connect Stallings Recreation & Greenway Master Plan (Trailheads)
	Atrium Health Union West		





# AREA PLAN



Atrium Health Union West is a major catalyst for the future transit-oriented development district and the area plan. The design of the building elevates the standards for surrounding future development.

## OVERVIEW

The master plan reflects best practices of urban design that are also consistent with the goals and visions established in the Stallings Comprehensive Land Use Plan and other current guiding documents in the community, including mixed-use development and area-wide connectivity. It envisions a compact, walkable development pattern with slightly increased development densities close to planned transit stations, a more robust mixed-use medical campus at Atrium Hospital, and the addition of parks, open spaces, and trail systems throughout.

## SMALL AREA PLAN UPDATE: MONROE BYPASS

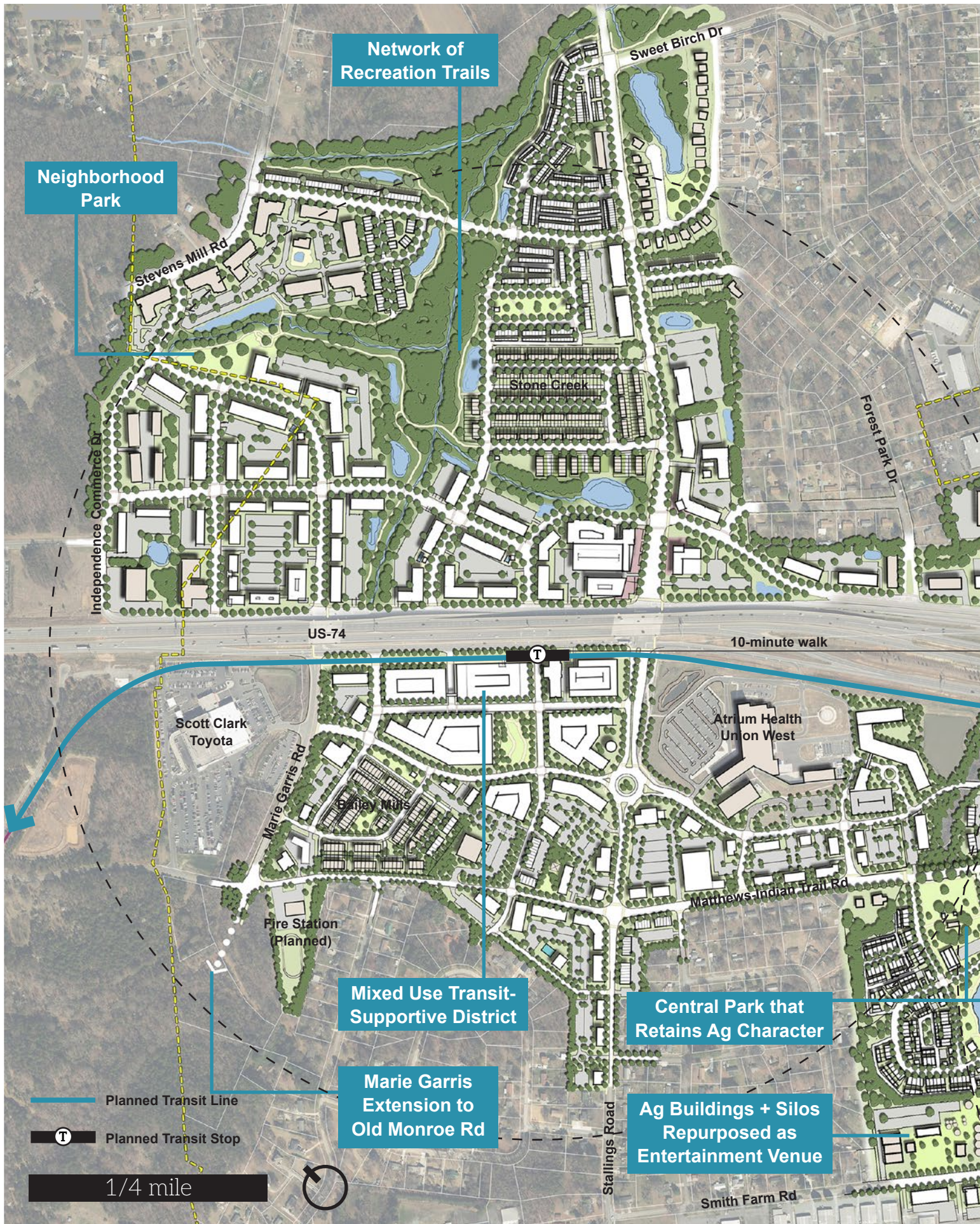
Much has changed since the creation of the Monroe Bypass Small Area Plan. The plan had not envisioned light rail transit or the development of Atrium Health Union West. The small area plan on the following pages is an update to the Monroe Bypass Small Area Plan.

- 1 Light rail transit and station location not anticipated
- 2 Atrium Health facility and street grid developed differently
- 3 Plan called for a hotel and gateway development\*
- 4 McGee Corporation area shown as new development\*
- 5 Over-abundance of structured parking facilities throughout
- 6 Key connection never constructed as part of bypass project



\*Elements carried forward into new plan.

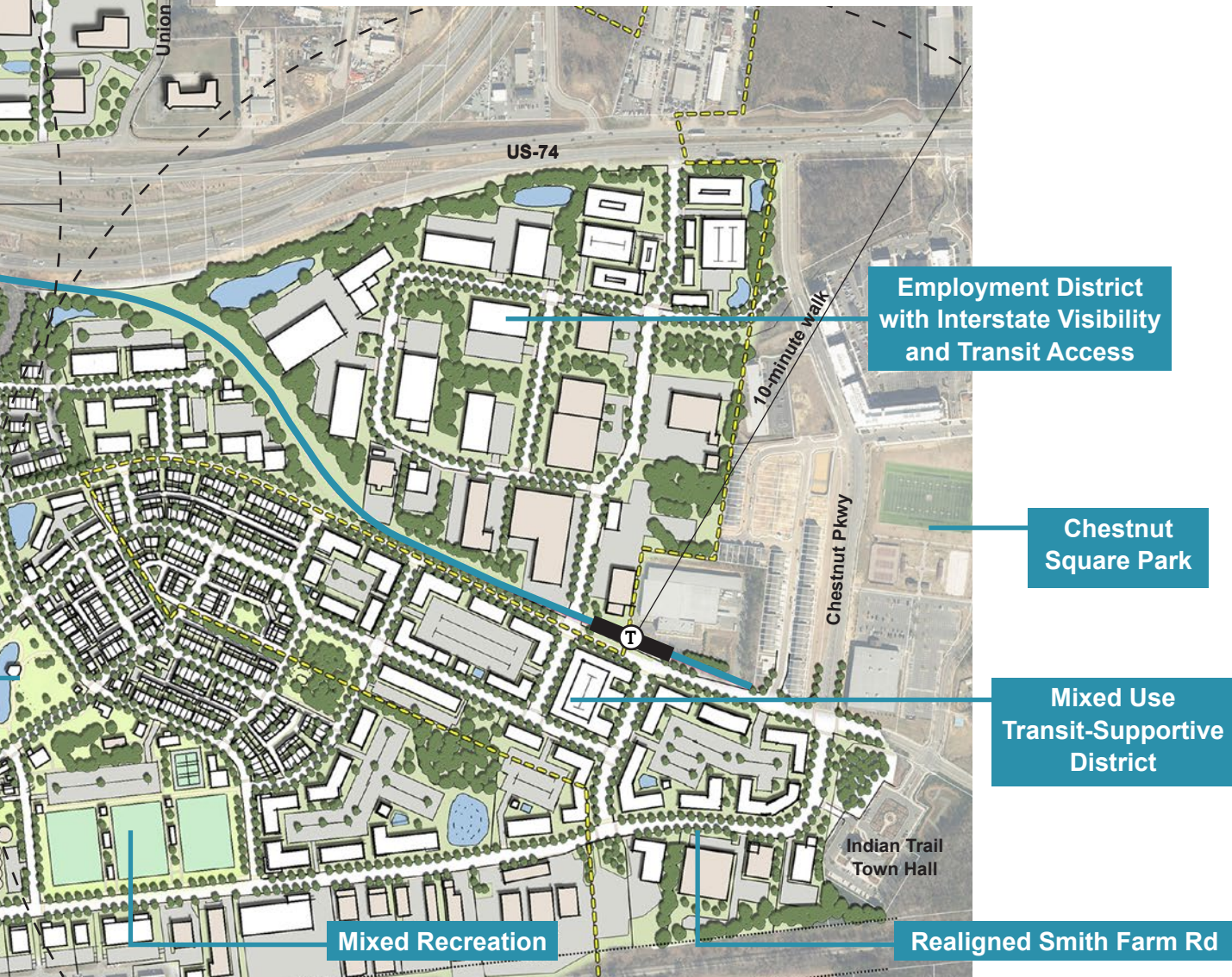




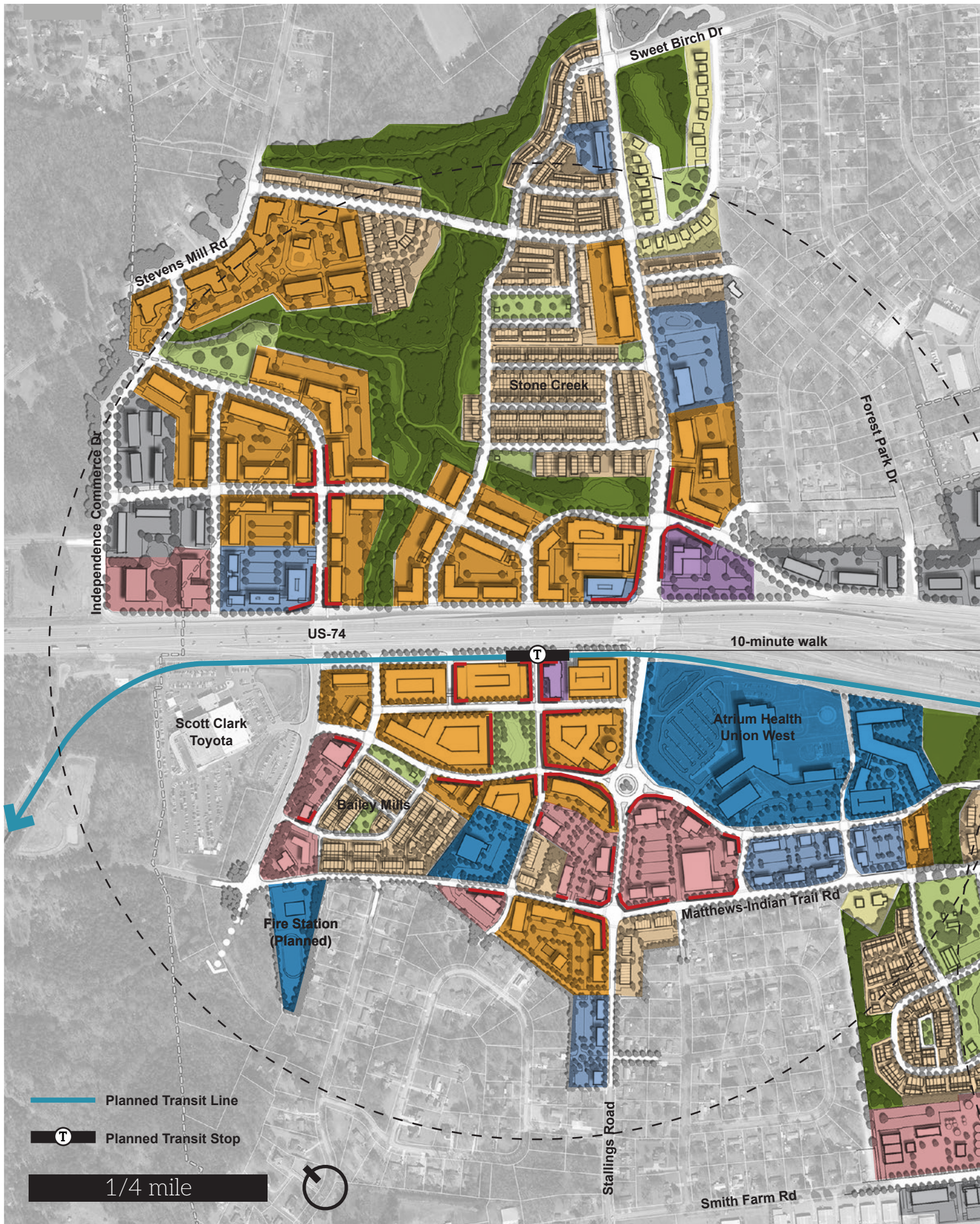


# AREA MASTER PLAN

The plan is intended to organize compact, walkable mixed use development around the proposed transit stations and to create a network of connected streets and public spaces. These areas are already zoned for mixed use today and were also proposed as centers of activity in previous plans. The design is not dependent on transit and is envisioned to be feasible with, or without transit. A network of public spaces of varying sizes and scales with connecting trails are proposed to ensure each neighborhood is within walking distance of a park. Missing middle housing is proposed to be integrated with townhome developments to provide a variety of housing choices.



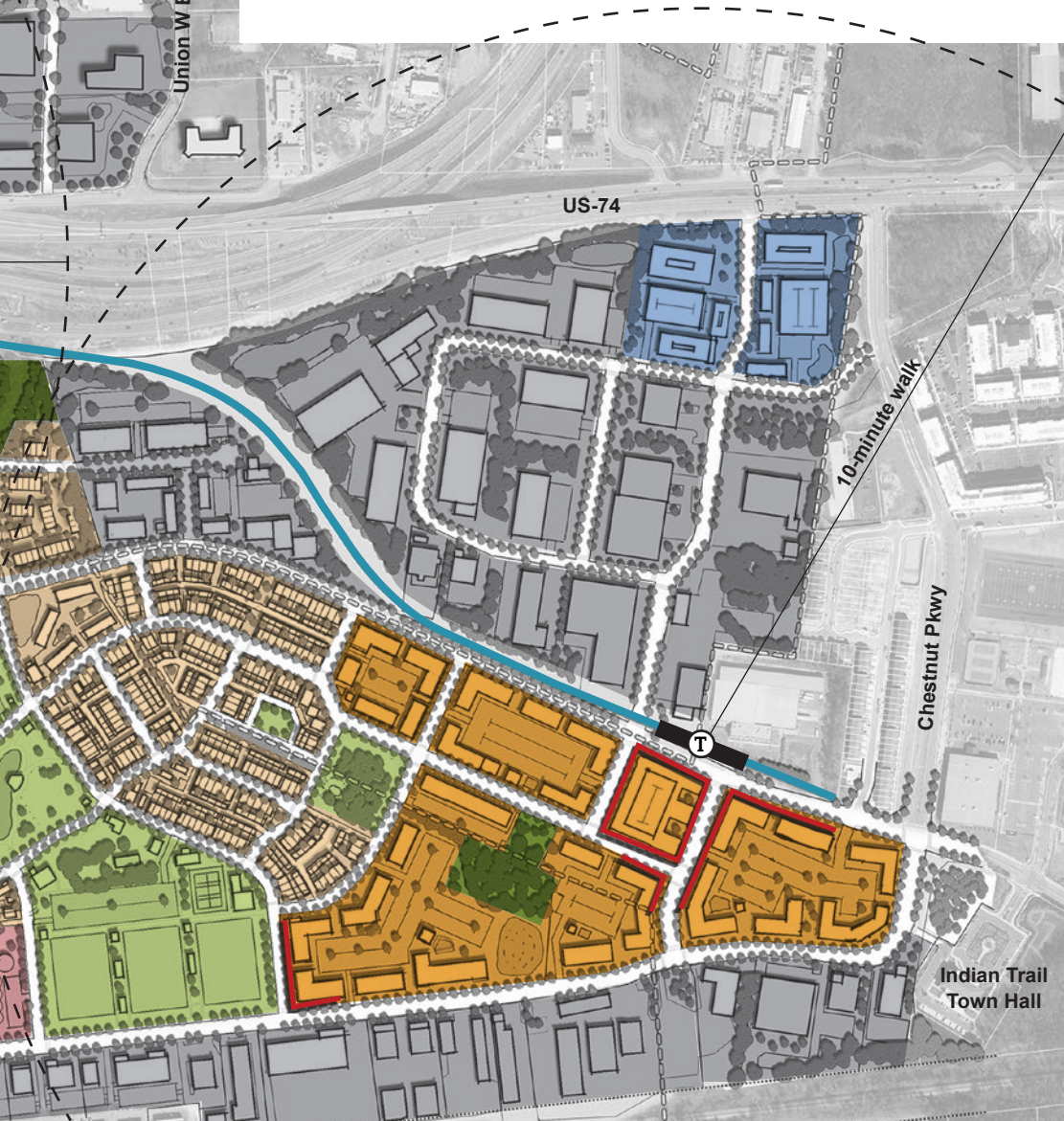




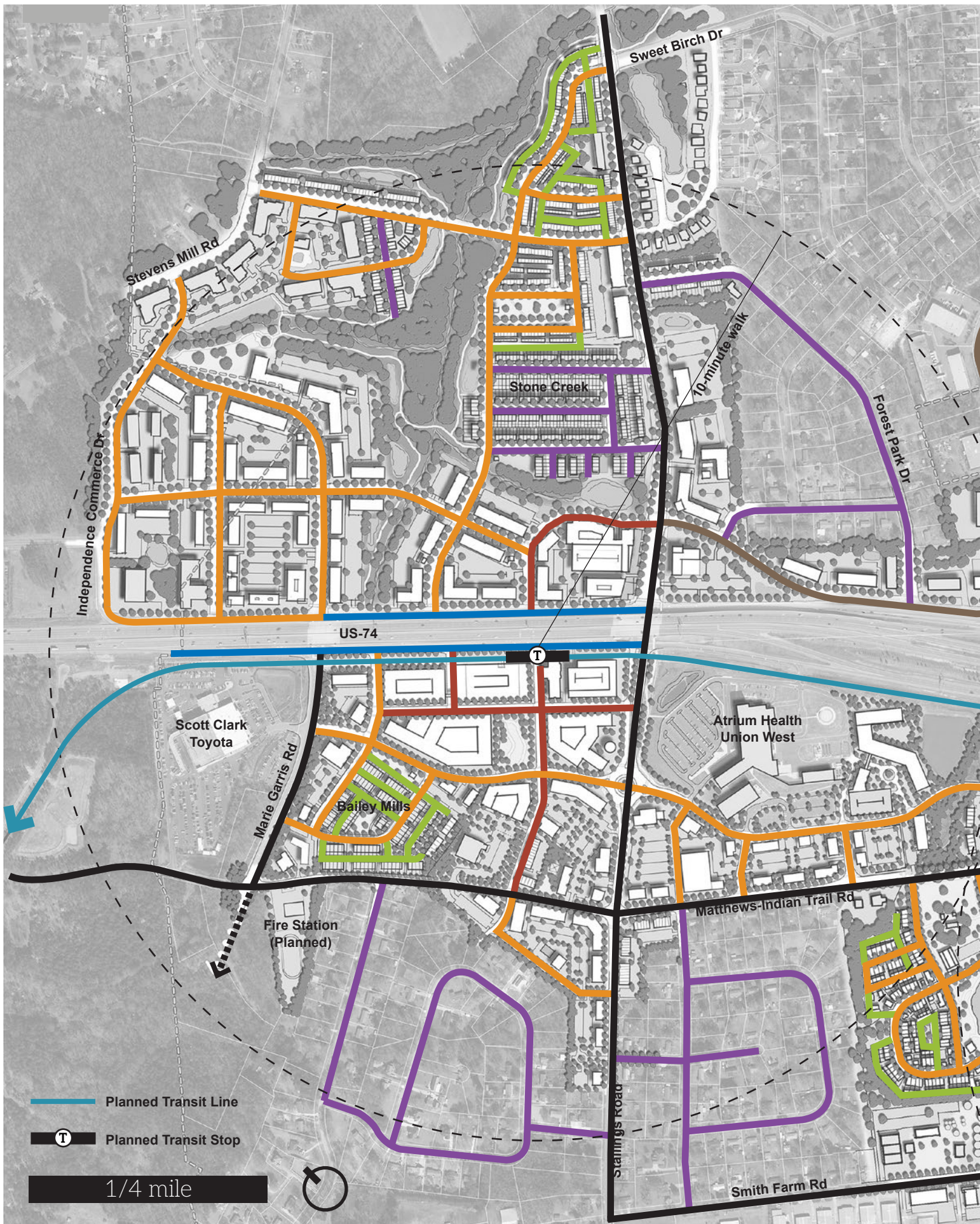


# GENERAL USES

- Hospitality
- Institutional/Civic
- Industrial/Office
- Office
- Retail/Entertainment
- Ground Floor Active Frontage
- Single family detached
- Townhomes & Missing Middle
- Multifamily
- Recreation/Open Space - Formal
- Recreation/Open Space - Natural





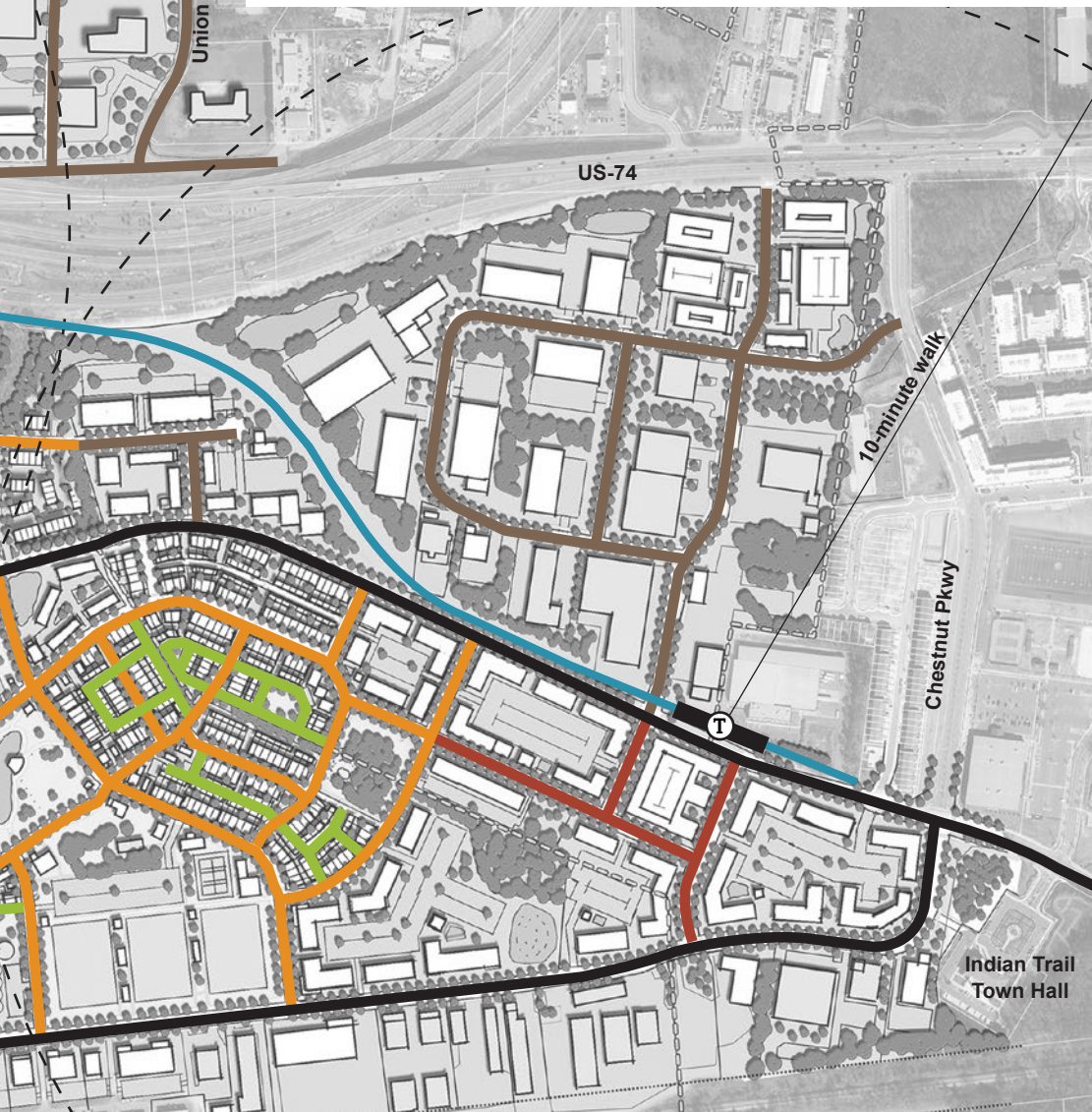




# STREET TYPES

Streets are to be designed with all modes of transportation in mind. When in close proximity to transit stations, pedestrian and cycling must be the most prioritized modes. Streets should have wide sidewalks, on-street parking, traffic calming, crosswalks, etc. and be composed of a highly connected network.

- Community Collector
- US 74 Access Road
- Major Collector & Industrial
- Main
- Community
- Residential
- Alley





# TRANSPORTATION ELEMENTS

## SPECIAL FOCUS ON COMPLETE STREETS & ACTIVE MOBILITY

### OVERVIEW

Consistent with the goals, vision and recommendations set forth in the Connect Stallings Plan, the Destination Stallings plan also recommends planning for multimodal streets and new off-street pedestrian trails. Mobility technology is rapidly evolving with more on demand, shared and electric options like e-bikes. These will continue to evolve rapidly and offer more convenient choices, but infrastructure must adapt to enable them.

### CONNECT STALLINGS

The key elements and recommendations, most notably for complete streets, shared use paths and greenways, found in the Connect Stallings: Recreation & Greenway Master Plan are carried forward and enhanced as part of this study.

#### SAFE

Helps keep pedestrians, cyclists, and drivers safe from accidents.

#### WALKABLE

Encourages the growth of walkable neighborhoods where jobs, shops, and restaurants are only a short stroll away.

#### EQUITABLE

Provides low-income and disadvantaged community members more access to services and opportunity.

#### FISCALLY SUSTAINABLE

Has lower maintenance costs compared to car infrastructure like roads and parking.

#### RELAXING

Reduces noise pollution and disruption from vehicle traffic.

#### GREEN

Cuts pollution and carbon emissions by helping to reduce the number of cars on the road.

#### AFFORDABLE

Reduces the cost burden of car ownership and encourages the development of affordable housing close to workplaces.

#### DYNAMIC

Supports the town's economic growth by attracting visitors, businesses, and jobs.

#### HEALTHY

Promotes an active lifestyle centered around walking and biking.

#### BEAUTIFUL

Helps protect green space by reducing the need for more pavement and parking lots.

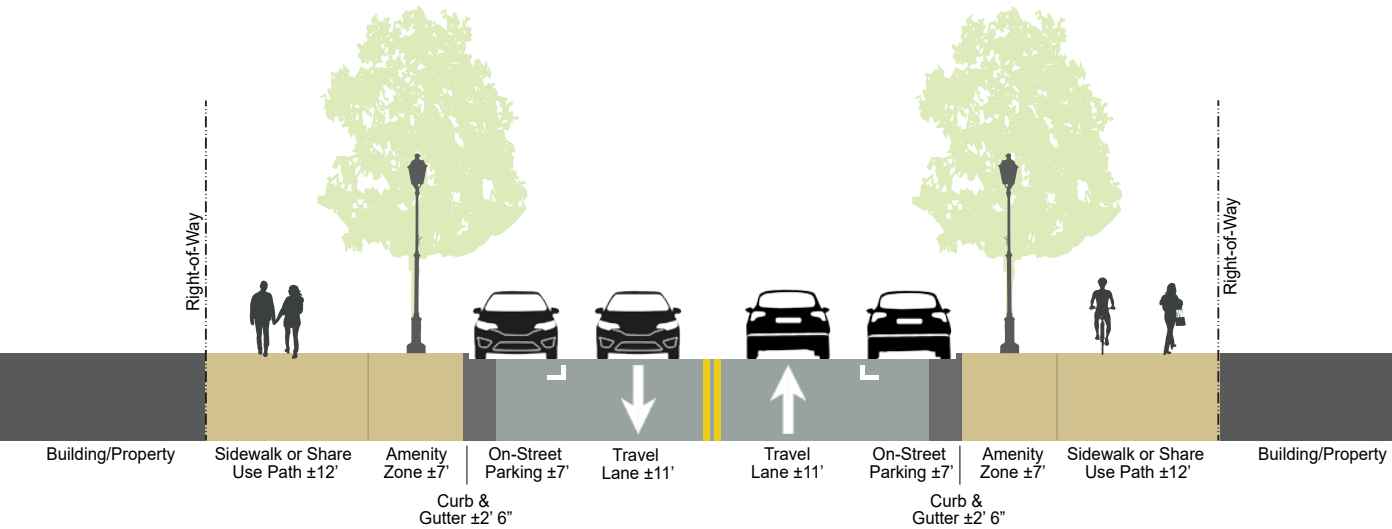
On demand electric shuttles are an emerging mobility service covering shorter distances.



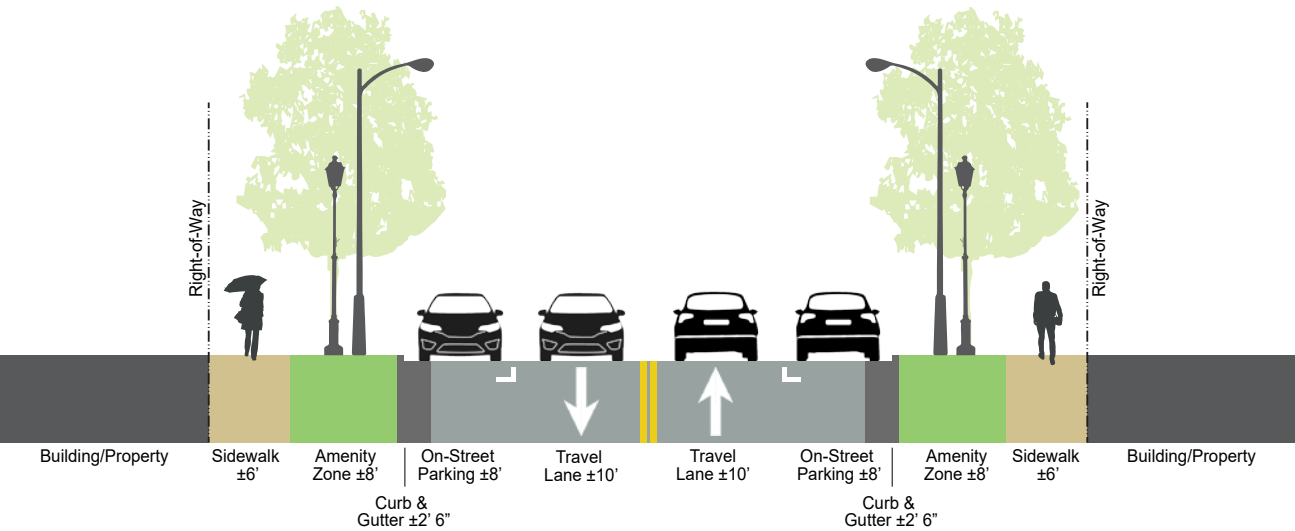


STREET TYPES

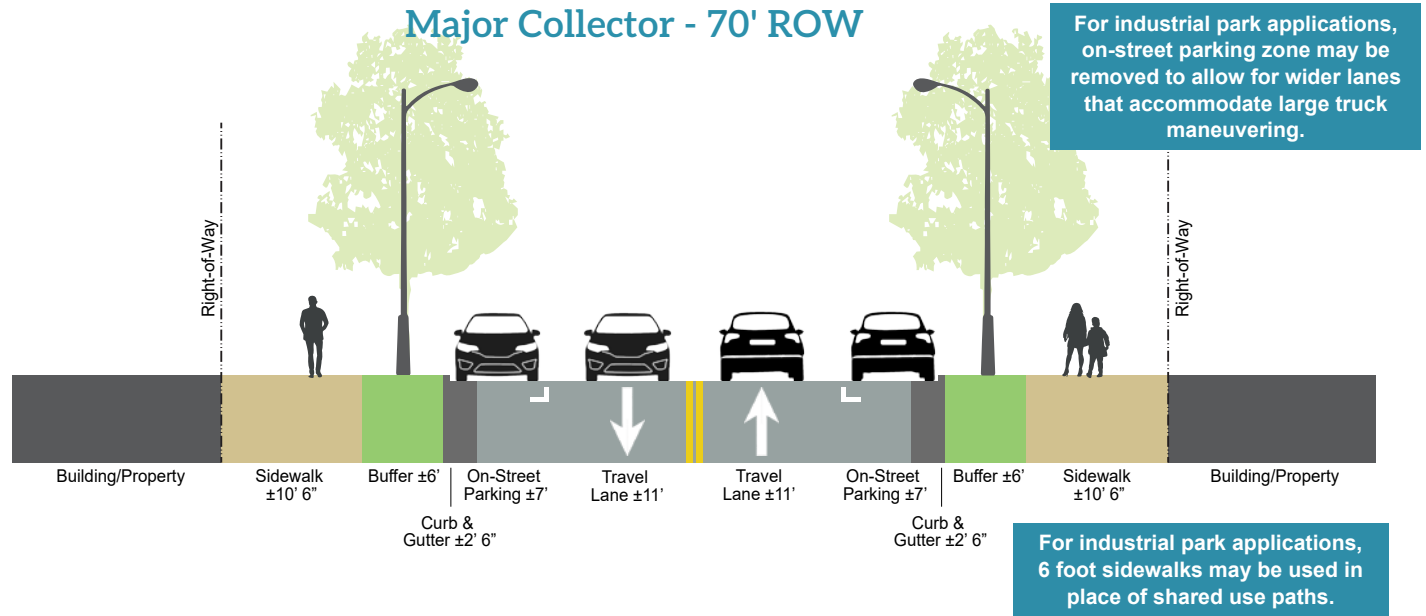
The Street Types recommended are adapted from those shown in the Stallings Technical Standards Manual, and enhancements have been recommended. New street cross sections were also provided for a, two-lane community street with on-street parking, a three-lane collector and US 74 Access roads to more comprehensively convey a vision for recommended future street sections.



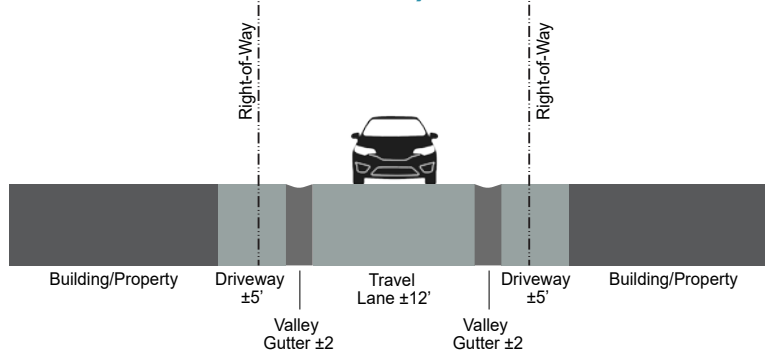
1 Main Street - R.O.W. 75'



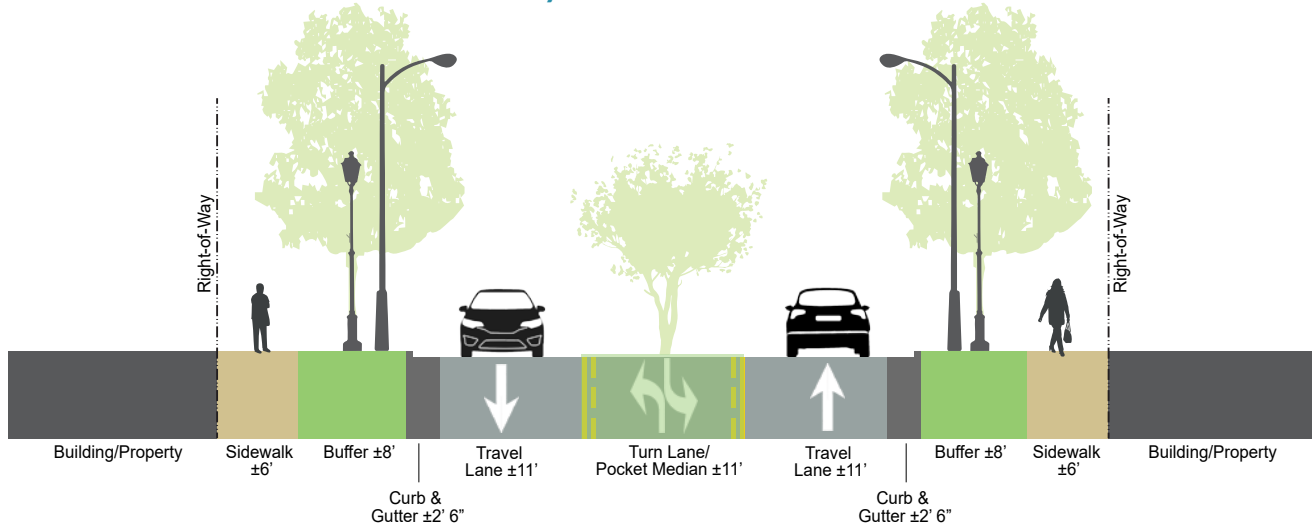
## Major Collector - 70' ROW



## Standard Alley - 20' ROW

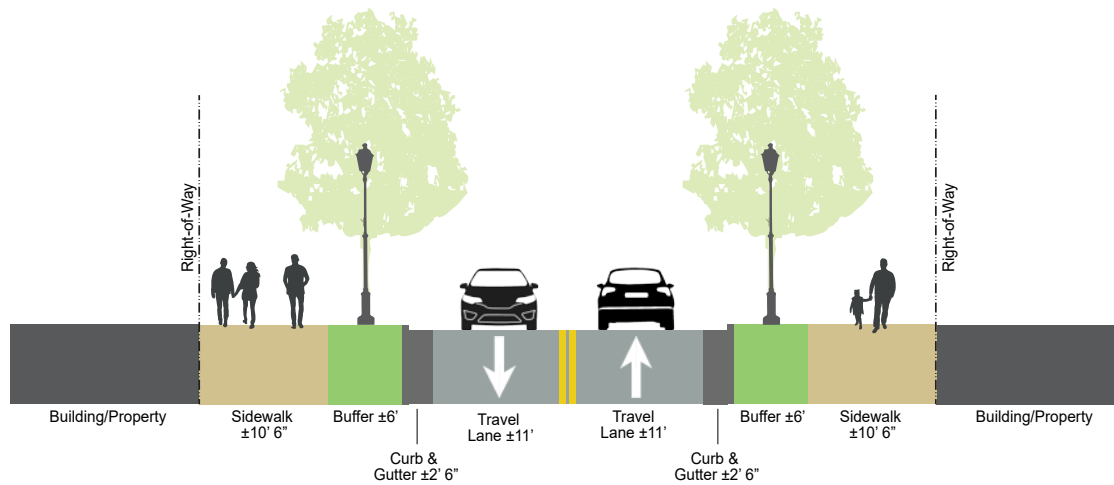


## Community Collector - 66'-72' ROW

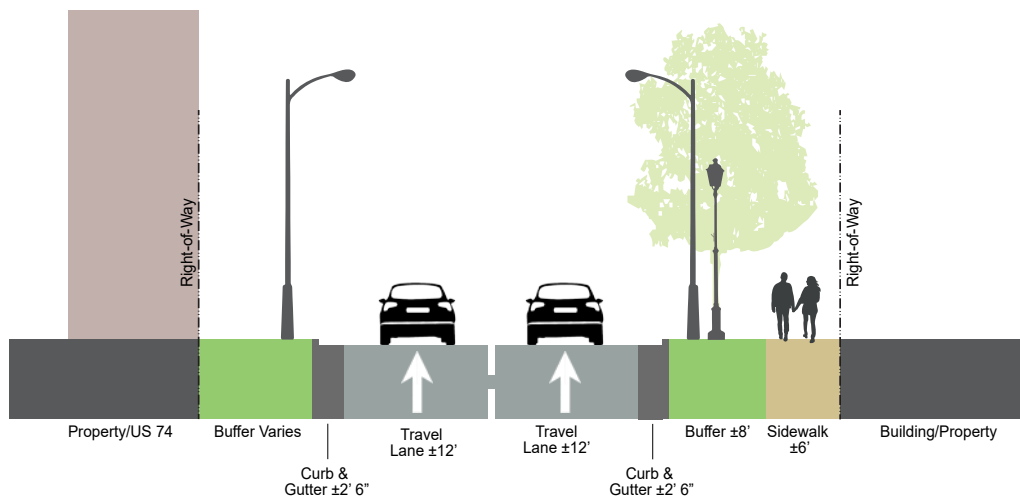


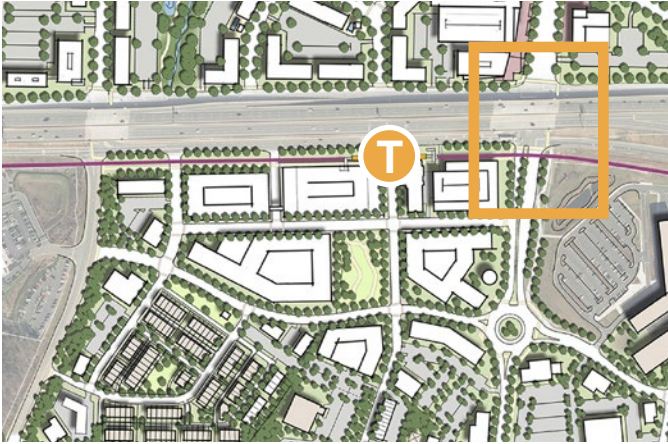


## Residential - 60' ROW



## US 74 Access Road - ROW varies





## CONCEPT TO IMPROVE THE US-74/STALLINGS ROAD INTERSECTION

The design of this intersection is of the utmost importance to facilitate safe and comfortable multimodal movement and transit station access under US74. Provided here is an overview of the issues and opportunities associated with this intersection and recommendations on how to make it safer.

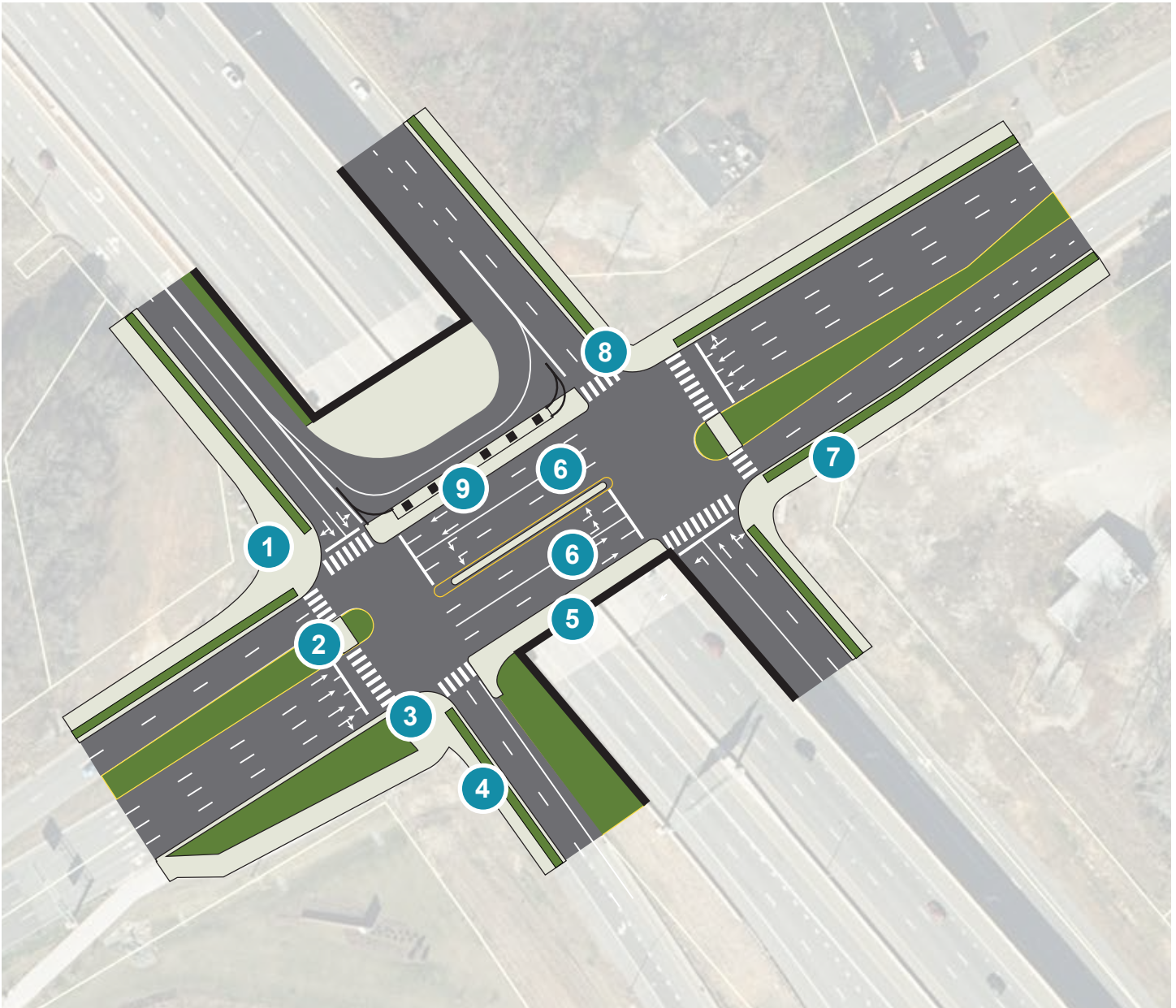
### ISSUES

- Current design focused on high speed vehicular movements.
- Pedestrian facilities meet basic standards, but are not designed to help pedestrians feel safe and comfortable
- No bicycle facilities in underpass
- U-turn loop precludes pedestrian crossing on the northwest side of the intersection, forcing pedestrians to cross three legs of the intersection to access to the proposed Silver Line station.
- Bridge piers limit opportunities to create ideal sidewalk dimensions through the underpass
- Lack of sidewalks on all streets, including frontage roads

### OPPORTUNITIES

- Current design does not align with proposed future land uses.
- Existing unused median space can be used to create space to create two-stage crossings.
- Space exists to space for ped crossings on all 4 legs of the intersection.
- Travel lanes can be reduced by 1' through underpass to create space to widen the sidewalks while maintaining vehicular capacity.
- Extend greenway/trail through underpass.
- Remove slip lanes and reduce turning radii to slow turning traffic and shorten pedestrian crossing distances.
- Provide wide sidewalks and planting strips
- Provide high visibility crosswalks.





- 1 Remove slip lanes to create more space for pedestrians and slow traffic
- 2 Add sidewalks in median to create two-stage pedestrian crossings on Stallings Road.
- 3 Reduce turning radii to slow traffic and shorten pedestrian crossings
- 4 Planting strips create a buffer from traffic for pedestrians
- 5 Expand sidewalk to 12' on southeast side of underpass as extension of greenway/trail
- 6 Reduce travel lanes from 12' to 11' through underpass to create space for sidewalks/trails
- 7 Continue greenway/trail system on Stallings Rd
- 8 Add high visibility crosswalks to support desired pedestrian activity
- 9 Create 8' wide sidewalk on northwest side of underpass to create direct connection to proposed station

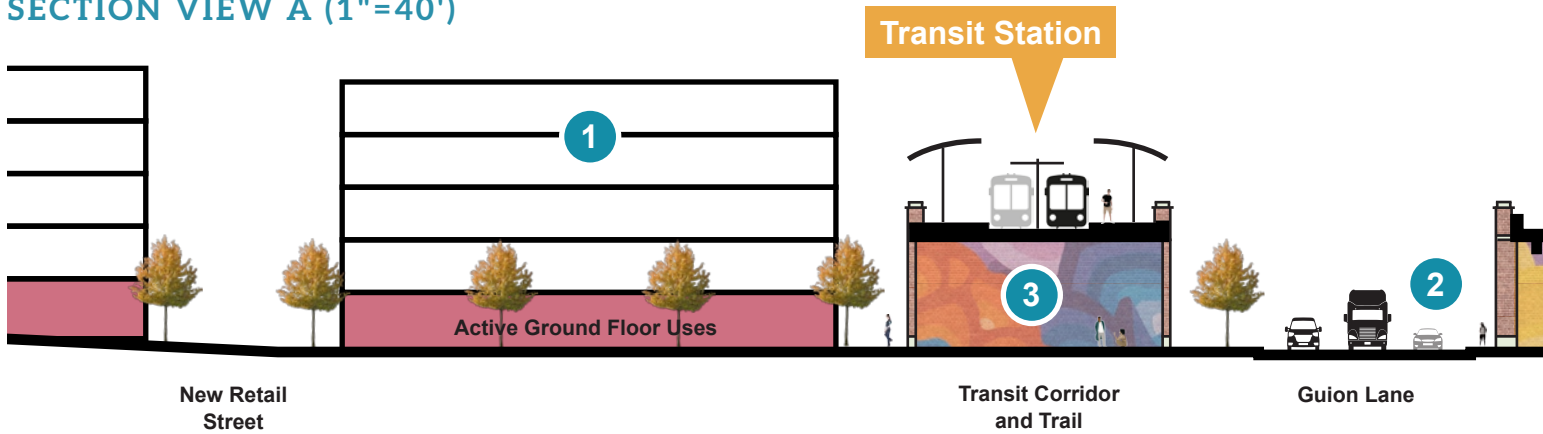


1

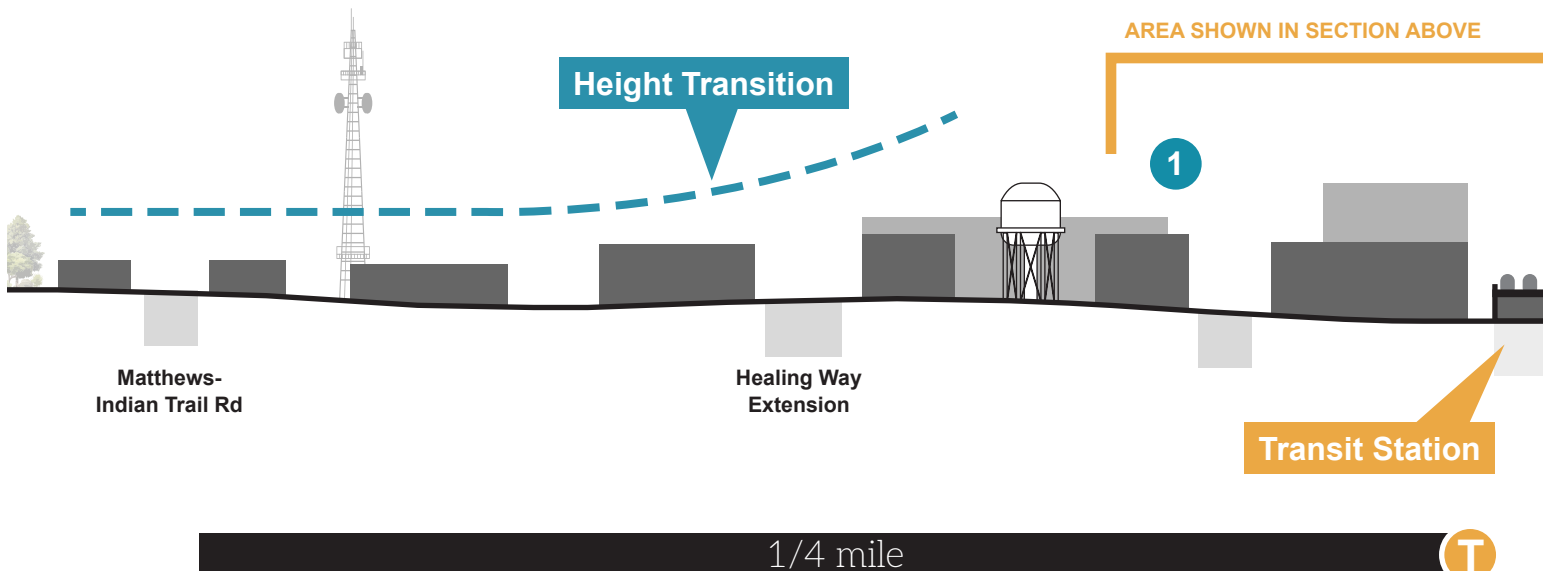
## CREATE A WALKABLE MIXED-USE DISTRICT

Urban districts can be designed to facilitate pedestrian and cycling comfort, access, and safety. Having buildings with active ground floor uses close to both the planned transit station and US-74 can improve these conditions in spaces that are otherwise hostile, unsightly, or create a perceived barrier between places. Buildings should be taller, closer together, and more dense in order to foster activity, vibrancy, and safety in this location.

### SECTION VIEW A (1"=40')



### SECTION VIEW A (1"=200')





2

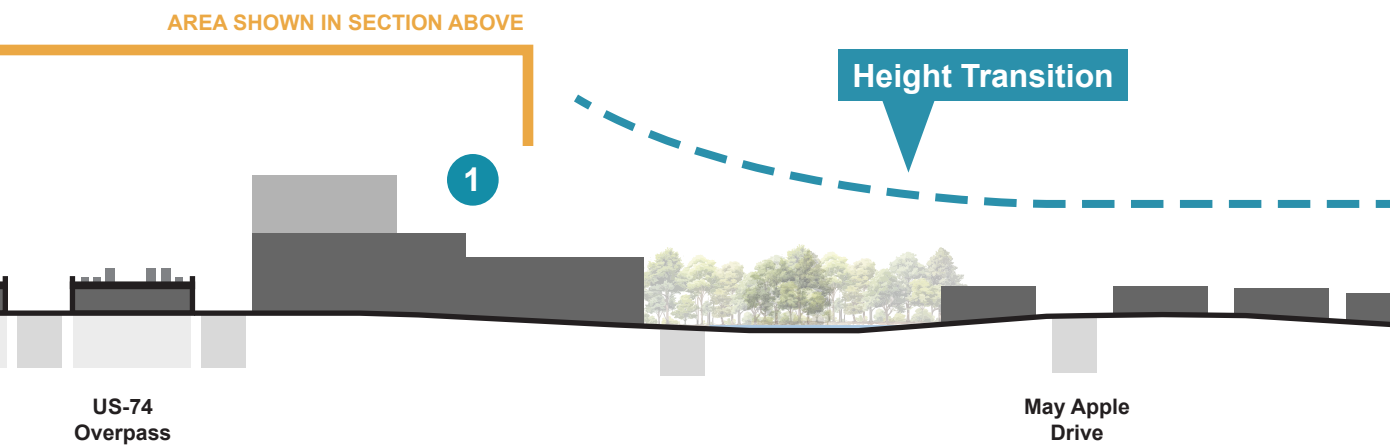
## IMPROVE ACCESS & WALKABILITY

Having a safe north-south connection for all modes of travel beneath the US-74 and future light rail transit overpasses is critical to making sure transit-oriented development can be realized on both sides of these corridors. Streetscape, travel lanes, access points, crosswalks, and other elements of the roadway must be improved in this important area. (See the intersection redesign on the previous page for more detailed information.)

3

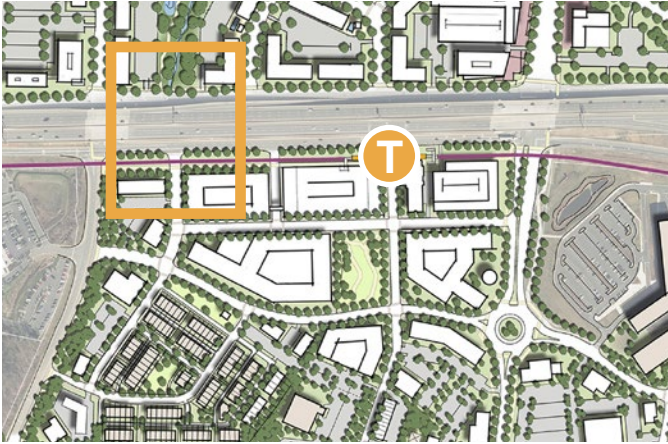
## PROVIDE PLACEMAKING & PEDESTRIAN SAFETY

Public art, high quality materials, lighting, landscaping, and other amenities not only make a place look more appealing, they also enhance comfort and safety for all users. This in turn generates more usage and activity that fosters a sense of place and economic development. Such enhancements can serve as an informal advertisement for a place, especially in the age of social media where unique features are shared across the globe with the push of a button.



T

1/4 mile



## CONCEPT TO IMPROVE THE US-74/MARIE GARRIS ROAD INTERSECTION

The design of this intersection is also important to facilitate safe and comfortable multimodal movement from the east side of US74 to the west side using Marie Garris Road. Provided here is an overview of the issues and opportunities associated with this intersection and recommendations on how to make it safer for all modes.

### ISSUES

- Current design does not align with proposed future land uses.
- Current design focused on high speed vehicular movements.
- Pedestrian facilities meet basic standards, but are not designed to help pedestrians feel safe and comfortable
- U-turn loop precludes pedestrian crossing on the southeast side of the intersection.
- Lack of sidewalks on all streets, including frontage roads

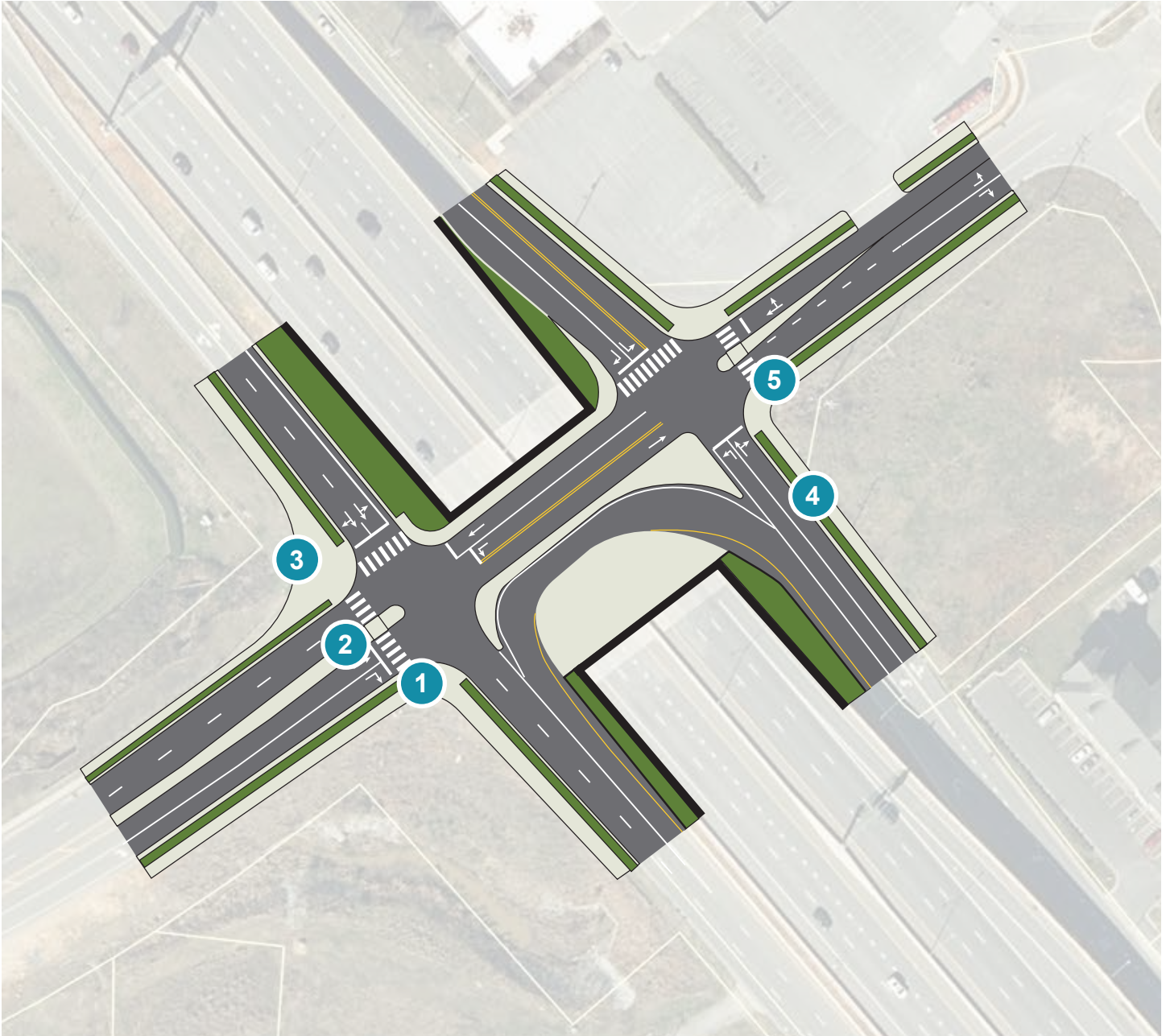
### OPPORTUNITIES

- Plenty of space and right-of-way to make infrastructure changes that support walkable building forms.
- Existing unused median space can be used to create space to create two-stage crossings.
- Remove slip lanes and reduce turning radii to slow turning traffic and shorten pedestrian crossing distances.
- Provide wide sidewalks and planting strips
- Provide high visibility crosswalks.

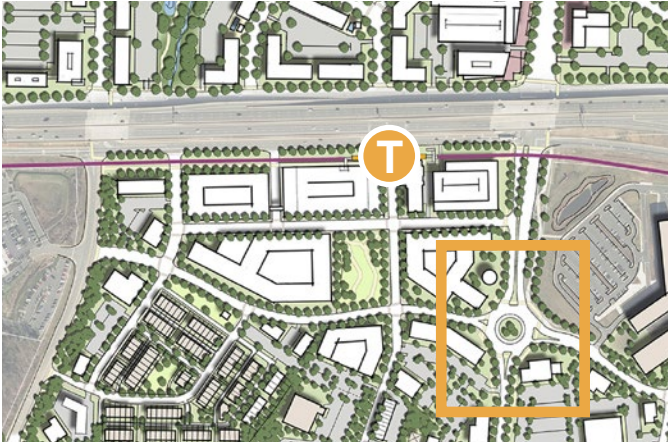


Existing Marie Garris intersection with Hwy 74 (Source: Google Earth)





- 1 Reduce turning radii to slow traffic and shorten pedestrian crossings
- 2 Add concrete medians to create two-stage crossings for pedestrians
- 3 Remove slip lane to create more space for pedestrians and slow traffic
- 4 Planting strips create a buffer from traffic for pedestrians
- 5 Add high visibility crosswalks to support desired pedestrian activity



## MULTIMODAL ANALYSIS: STALLINGS ROAD/HEALING WAY ROUNDABOUT

Potential options for safety and operational enhancements include:

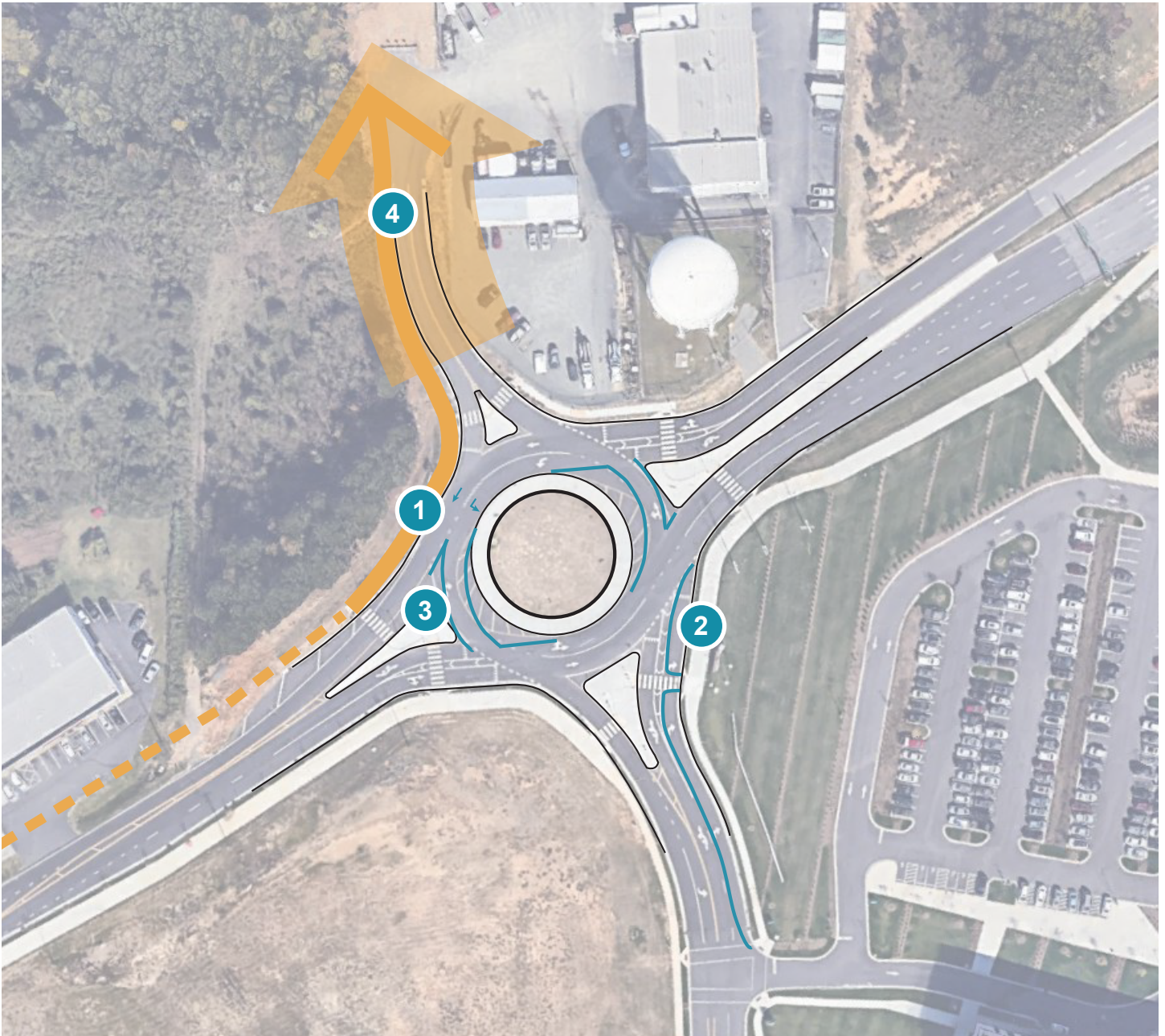
- Replace missing RRFBs on the westbound entry and add RRFBs to the north leg to meet MUTCD requirements for RRFBs on each side of the crossing.
- Consider implementing raised crosswalks
- Further evaluate whether the northbound approach could be simplified to a single-lane in order to reduce the pedestrian crossing distance and complexity for both pedestrians and cyclists.



To better accommodate cycling to the potential development area to the north, widen the existing sidewalk in the northwest and northeast quadrants of the roundabout to a shared use path (10+ feet in width desired) to provide bicycle connectivity across Stallings Road to the existing shared use path. At a minimum, widening of the sidewalk in the northwest quadrant would be desirable to establish a bicycle route across Stallings Road. (The full analysis of Stallings Road/Healing Way and Stallings Road/Richard Baker Drive is found in the Appendix.)

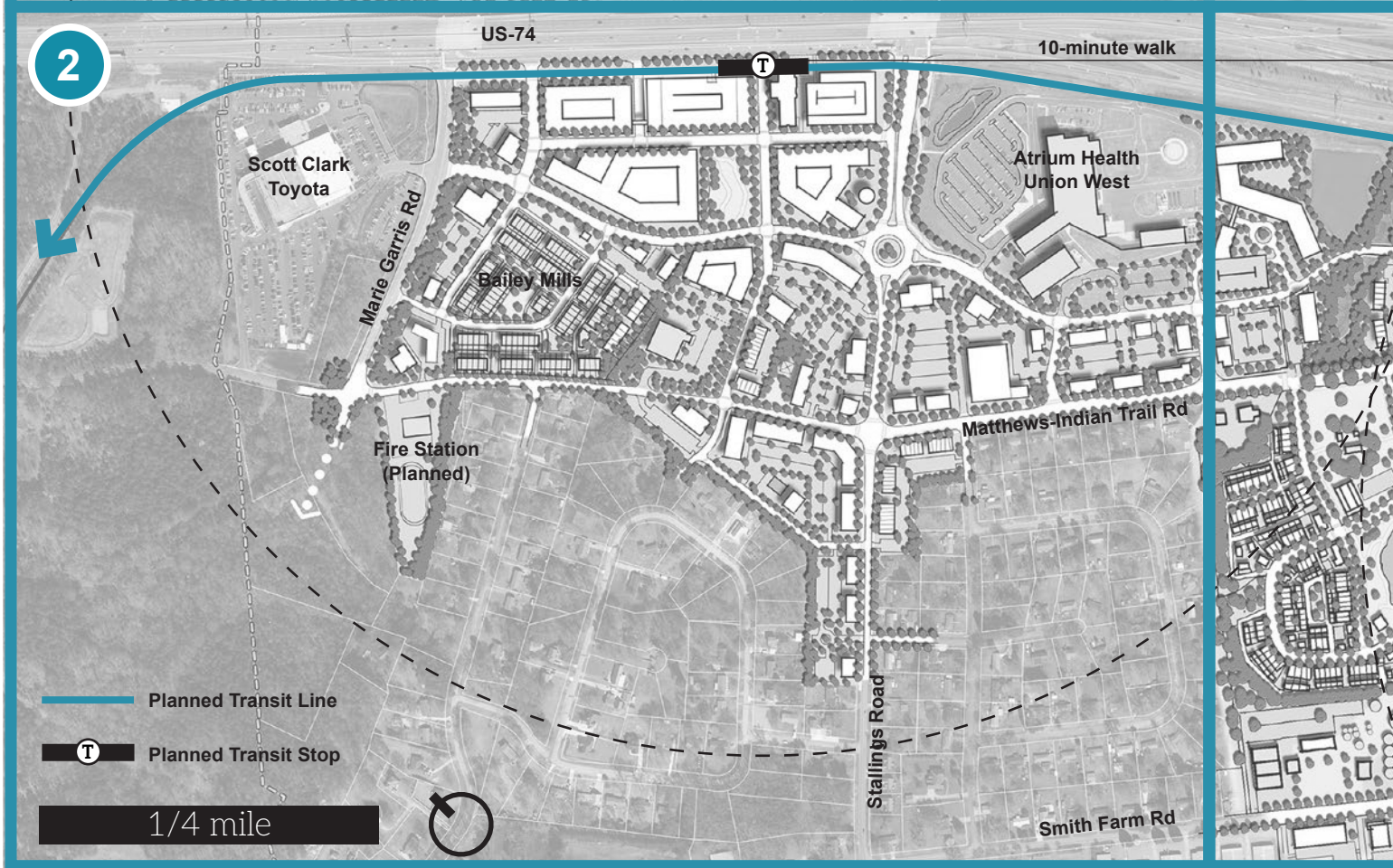






- 1 Widen sidewalk to a shared use path to establish a route to/from the proposed Silver Line station for bicycle users.
- 2 Possible consideration: use of temporary curb to reduce the northbound entry to a single-lane. Supports reduced vehicle speeds and simplified crossing for pedestrians and bicycle users.
- 3 Solid/channelizing markings through this area direct vehicles to exit and discourage left-turns from the outside lane.
- 4 Future street and multi-use path extension.







# ADDITIONAL INFORMATION BY THREE PLANNING AREAS

In order to better visualize and understand planning and urban design strategies for Destination Stallings, the master plan is divided into three (3) planning areas. These areas are explored in more detail on the following pages.

1

## NORTHERN

North of US-74.

2

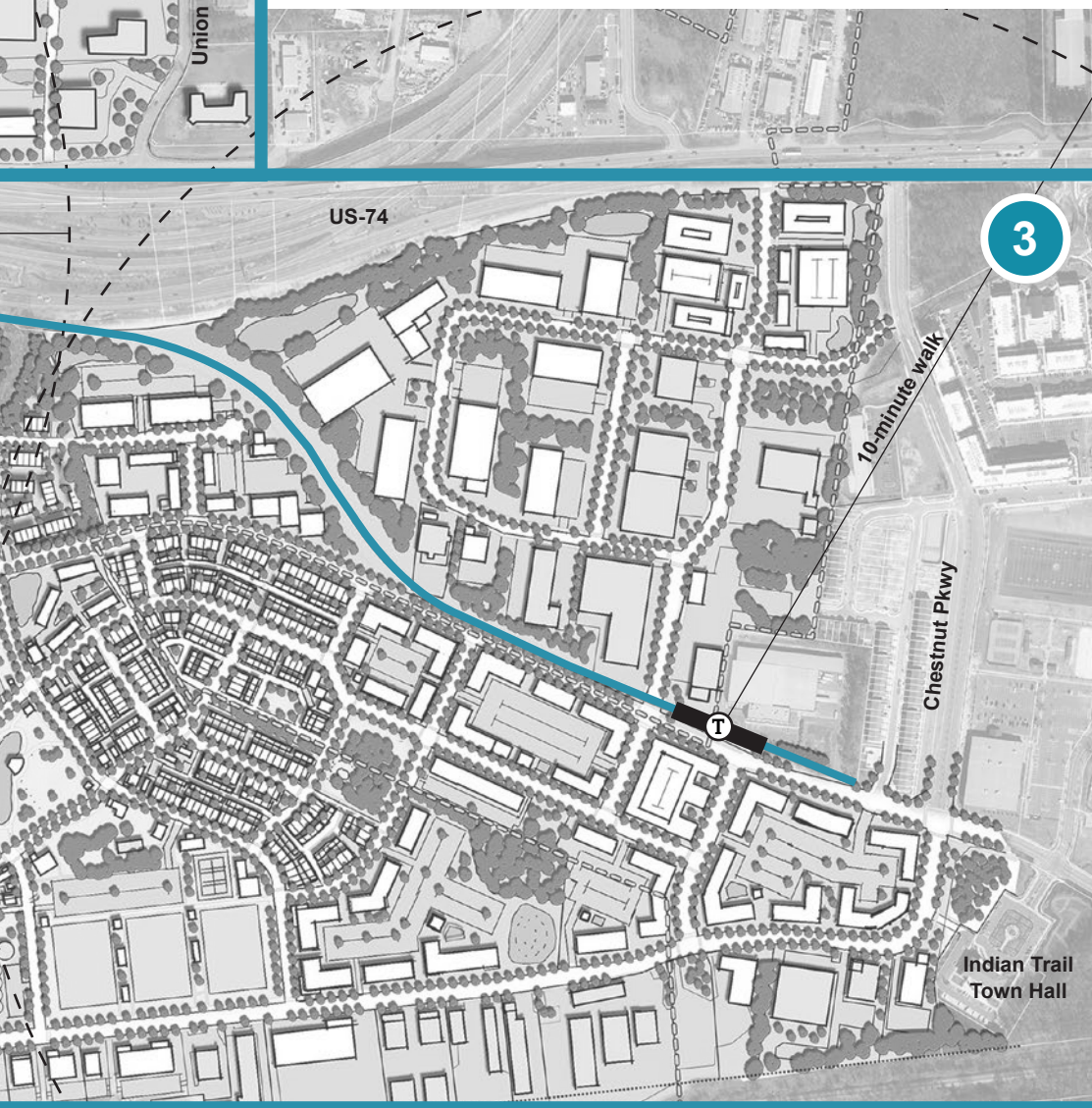
## SOUTHERN

South of US-74, but west of Smith Farm.

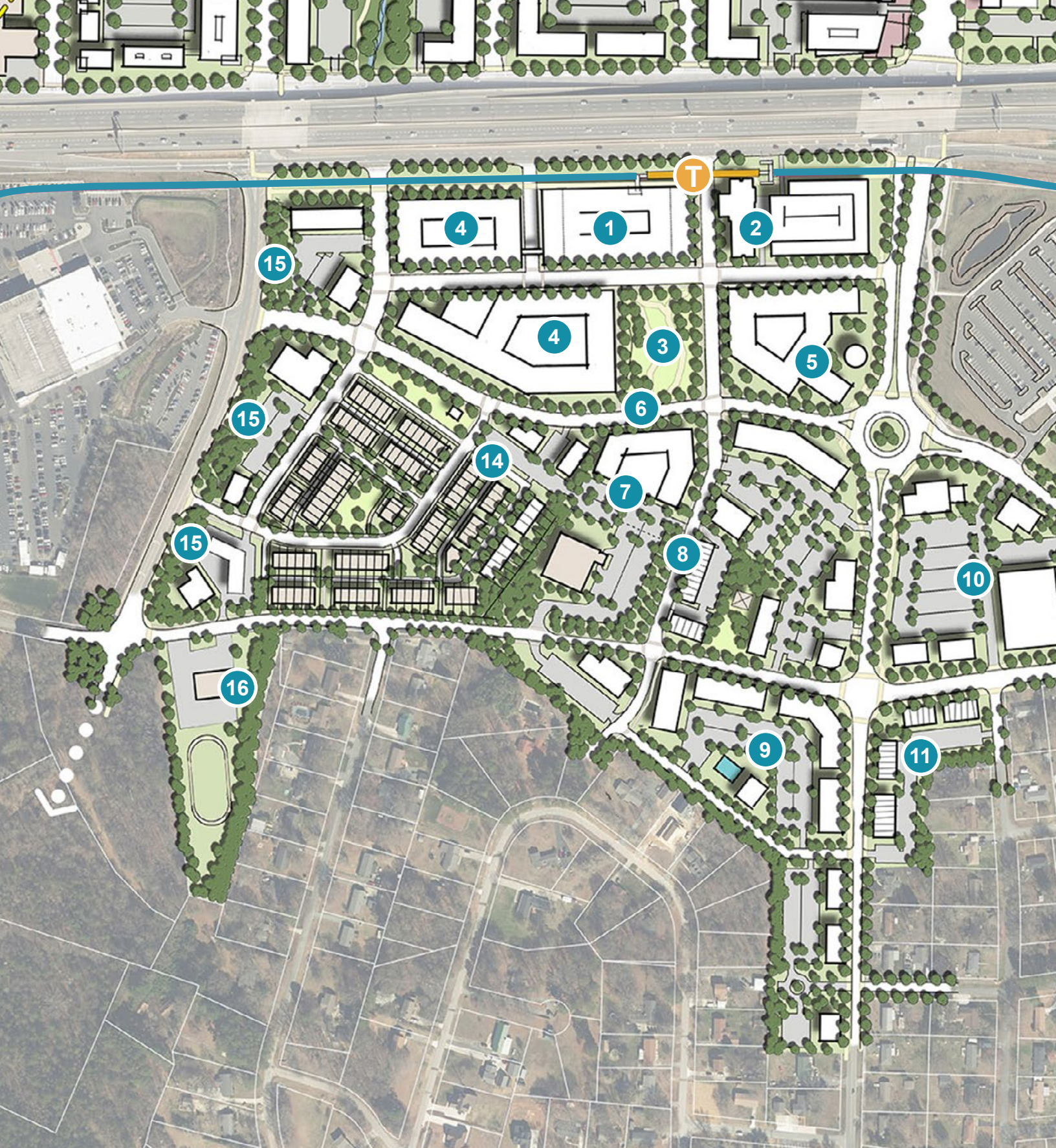
3

## SOUTHEAST

Smith Farm east to Indian Trail.

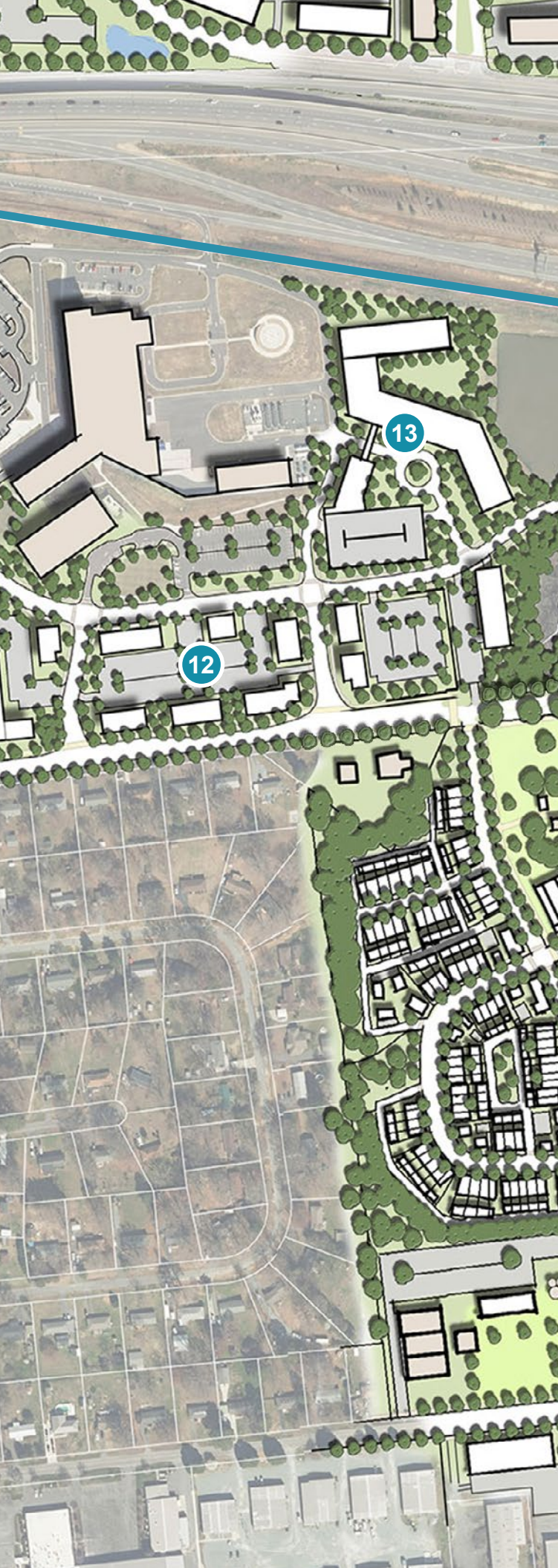






AREA PLAN DETAILS  
SOUTHERN PLANNING AREA





- T** Planned Transit Station
- 1** Structured parking for park and ride with ground floor commercial and potential residential component.
- 2** Planned hotel, but modified to include shared structured parking wrapped with vertical mixed-use development.
- 3** Open space with area-wide stormwater management facility.
- 4** High-density multifamily development with structured parking and active ground floor uses.
- 5** Mixed-use development around existing water tower (access to tower relocated).
- 6** Healing Way extension from Stallings Road roundabout to Marie-Garris Road.
- 7** Potential faith-based affordable housing on rear portion of existing church property. Parking below building.
- 8** New north-south street connecting transit station to Matthews-Indian Trail Road
- 9** Medium density development with buildings lining existing roadways and connected parking and access behind.
- 10** Shopping center (potential grocery store) with smaller commercial buildings (retail, restaurants, etc.) Lining the streets.
- 11** Townhomes or live-work units creating a transition from busy roadway to single-family neighborhood.
- 12** Commercial development with two rows of interior block parking.
- 13** Atrium Health expansion with structured parking, drop-off, and centralized access.
- 14** Small commercial development and linear open space along Healing Way extension, creating a new front for Bailey Mills townhomes.
- 15** New commercial development along Marie Garris Road (acquire excess NCDOT right-of-way).
- 16** Planned fire station.





# SOUTHERN PLANNING AREA KEY STRATEGIES

## A CREATE A TRANSIT-ORIENTED MIXED-USE DISTRICT

In the blocks immediately surrounding the planned Stallings Road transit station, it is imperative that a high-density, mixed-use district is created. The district needs active ground floor uses, pocket parks, and both on-street and structured parking (including a park & ride facility for the transit station).

## B HEALING WAY EXTENSION AND TRANSIT DISTRICT MAIN STREET(S)

Extend Healing Way to Marie Garris Road. While this may have some main street characteristics, and be a great street unto itself, the street grid to the north will likely have a more substantial main street environment.

## C IMPROVE PEDESTRIAN SAFETY & AMENITIES UNDER US-74

(See previous pages in this plan for more information.)

## D CREATE A COMMERCIAL-ANCHORED DISTRICT ON THE HOSPITAL BLOCKS

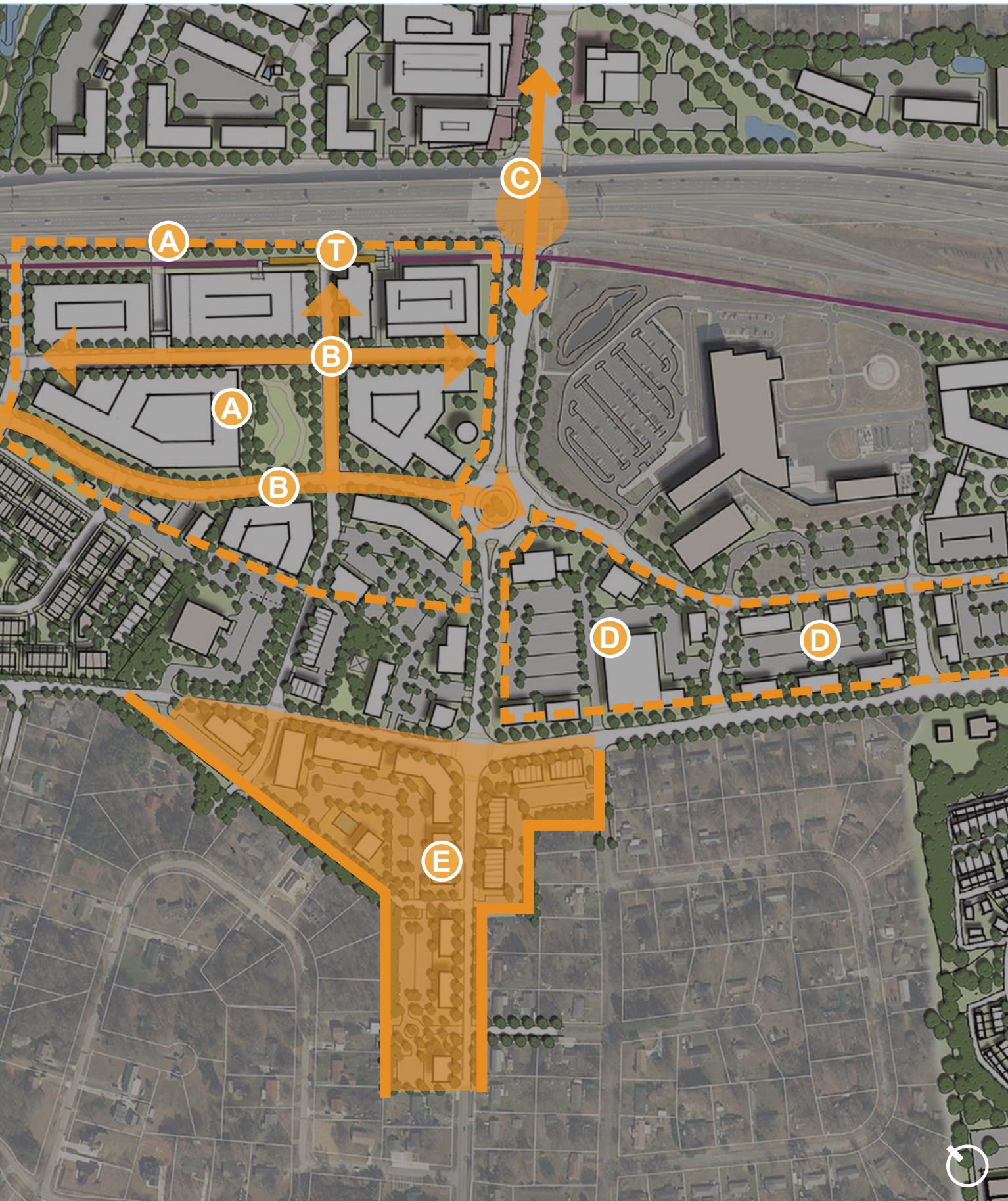
Given the strategic location, a well-designed grocery-anchored shopping center may do well here. The remainder of the blocks can be used for commercial mixed-use, with retail on the ground floor and medical office above. Ideally buildings should front on both the north and south sides of the blocks, as well as Stalling Road,. Avoid single-building development with surface parking that is unable to achieve this.

## E INTENTIONAL REDEVELOPMENT OF THIS NEIGHBORHOOD EDGE

For this location, look for ways to achieve long-range plans that call for redevelopment along Stallings Road and Matthews-Indian Trail Road in this location, but be intentional about building type, placement and rear site conditions.











Mixed-Use Transit-Supportive Development

Safe Crossing below Overpass

Streetscape Enhancement and Beautification

SOUTHERN PLANNING AREA  
VIEW LOOKING NORTH ALONG STALLINGS



Create safe and beautiful connections under US-74 and the planned transit overpass.

Proposed Light Rail

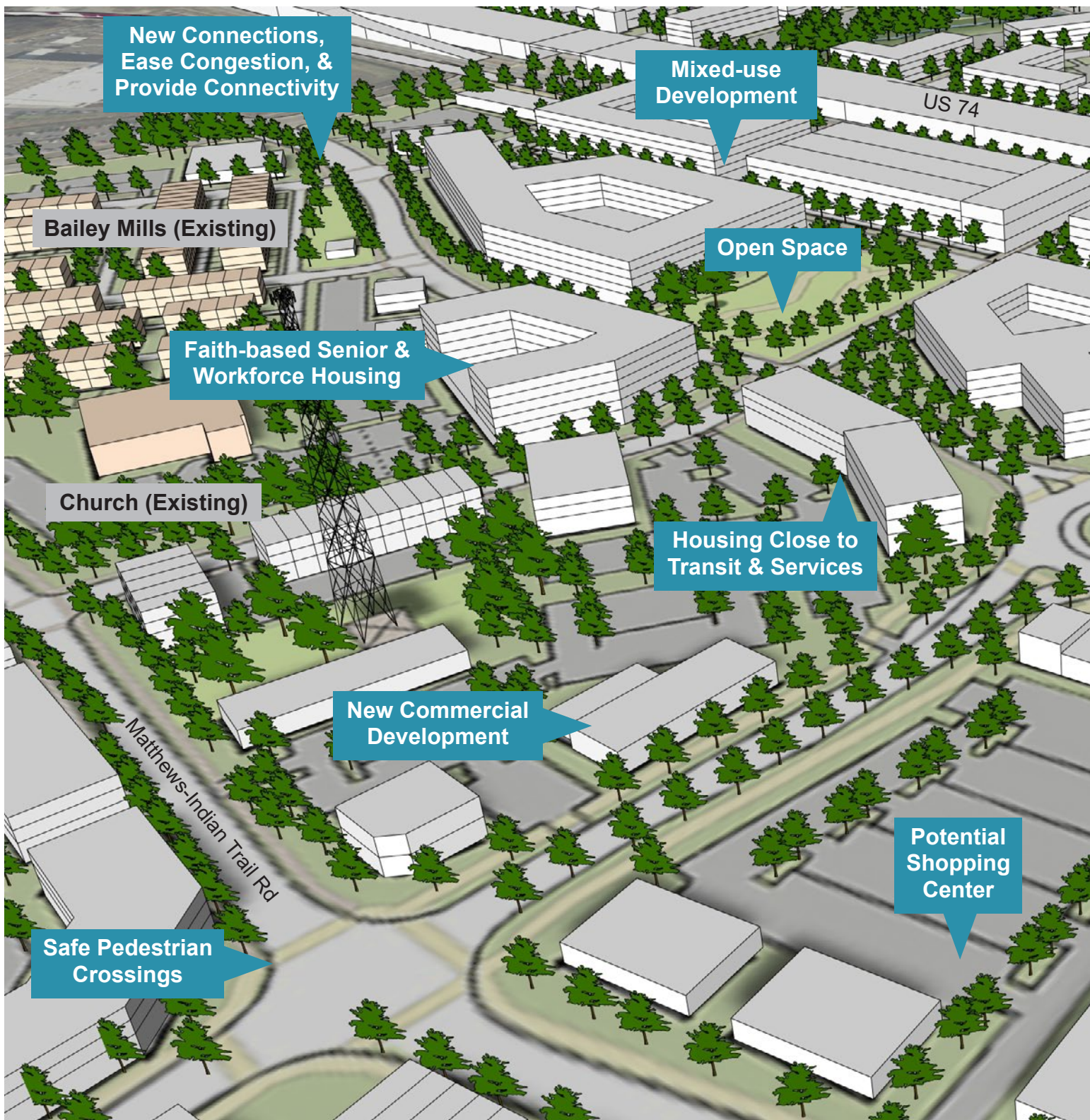
Wide Shared Use Path for Active Transportation

STALLINGS ROAD



# SOUTHERN PLANNING AREA

## AERIAL VIEW LOOKING NORTH











# SOUTHERN PLANNING AREA MIXED USE DISTRICT WEST OF ATRIUM UNION





Transit-oriented  
development  
patterns and  
public realm

Residences, shops  
and amenities within  
blocks of Atrium

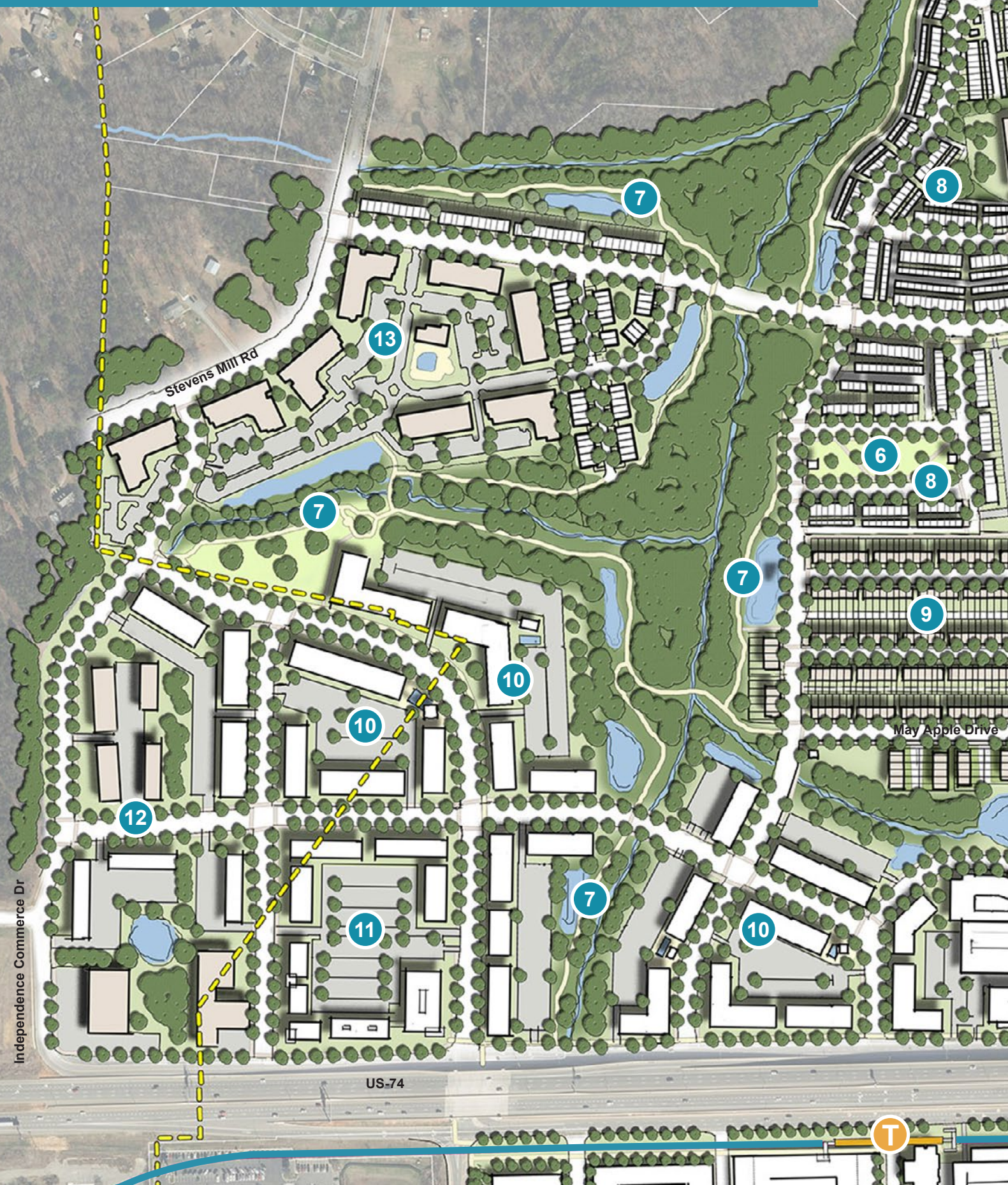
Ground floor uses  
are vibrant and serve  
residents, employees  
and visitors

Wide sidewalks  
welcome pedestrians  
and outdoor dining



# AREA PLAN DETAILS

## NORTHERN PLANNING AREA







T

## Planned Transit Station

1

High-density mixed-use gateway development with active ground floor and wide sidewalks

2

Use/acquire NCDOT right-of-way for development site. Ideal for hotel with frontage onto Stallings Road.

3

New uses in employment area, including non- and semi-industrial uses like breweries.

4

Mixed-use development along Stallings Road with substantial rear buffer against single family homes.

5

Improve streetscapes, stormwater, and landscaping in industrial/employment areas.

6

Centrally-located active neighborhood open space.

7

Trail and natural open space network connecting multiple neighborhoods to one another and to transit.

8

New townhome development.

9

New townhome development. (Under construction.)

10

Mixed-use and multi-family residential development with a well-connected street network.

11

Redevelopment concept should current employment use ever relocate.

12

New employment, commercial, and mixed uses mixed with existing.

13

Multifamily development (under construction).





# NORTHERN PLANNING AREA

## KEY STRATEGIES

### A CENTRAL NATURE CORRIDOR AS NETWORK OF KEY CONNECTIONS

Create a rich network of pedestrian/bicycle trails and natural systems to connect various communities. This allows all new neighborhoods to access Stallings Road and transit south of US-74 and provide a rich amenity to these places.

### B NETWORK OF COMPLETE STREETS

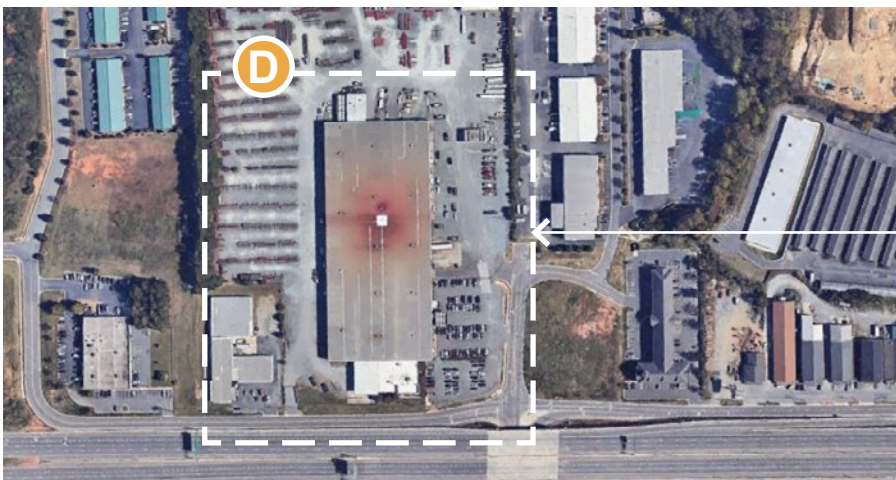
Improve Stallings Road to facilitate all modes of travel; create new street network, especially key east-west connections.

### C GATEWAY DEVELOPMENT

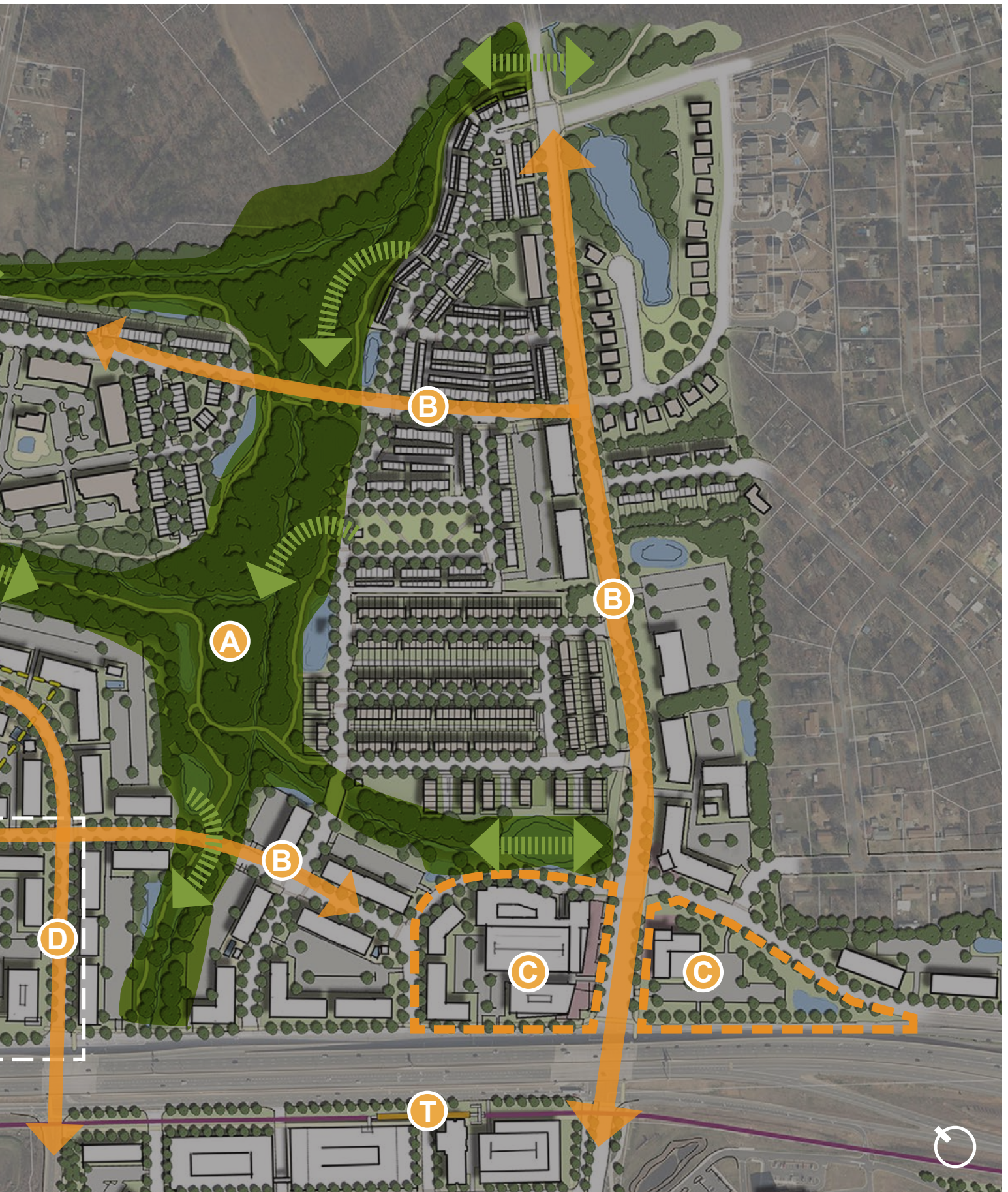
Maximize development at these locations to create a mixed-use gateway and facilitate walking/cycling to transit. Work with NCDOT to use triangle-shaped lot for private development.

### D EXTEND MARIE GARRIS ROAD TO CONNECT TO STEVENS MILL ROAD

This concept illustration shows what might be developed if, in the future, McGee Corporation ever decided to relocate and/or sell their current property. A key strategy here is to extend Marie Garris Road to connect to Stevens Mill Road, consistent with previously adopted plans. The street network illustrated is designed to pass around and beside the existing McGee Corporation main building and allow it to remain in place.









# NORTHERN PLANNING AREA

## AERIAL VIEW LOOKING SOUTH







Plan for Mixed-use  
Development in  
Long Term

New Street  
Network

New Connections,  
Ease Congestion, &  
Provide Connectivity

Natural Areas  
with Network of  
Trails Connecting  
Neighborhoods

Planned  
Residential



# AREA PLAN DETAILS

## SOUTHEAST PLANNING AREA

US-74

Atrium Health  
Union West

- T** Planned Transit Station
- 1** Townhome communities, most served by rear alleys.
- 2** Agricultural buildings and structures repurposed as food & beverage, event venue.
- 3** Blocks of regional parks and open space with sport facilities, passive recreation, and repurposed agricultural buildings.
- 4** Extension of Healing Way into employment center.
- 5** Mixed-use and multifamily development close to transit, with buildings fronting streets and parking located behind.
- 6** Re-aligned Smith Farm Road to create block structure and improve access.
- 7** Develop additional commercial, industrial facilities in key employment areas.
- 8** Strategically-located open spaces and natural areas.
- 9** Smith Farm road aligned with Chestnut Parkway. Better regional connectivity and improved access to Indian Trail town hall.



Smith Farm Road

Healing Way

Matthews-Indian Trail Rd





Smith Farm Road

Chestnut Parkway

Mathews-Indian Trail Rd

Smith Farm Road

Indian Trail Town Hall



# SOUTHEAST PLANNING AREA

## KEY STRATEGIES

### A RE-ALIGN SMITH FARM ROAD TO CHESTNUT PARKWAY

Create better regional and local access by re-aligning Smith Farm Road to directly join with Chestnut Parkway and correct the skewed intersection with Matthews-Indian Trail Road for enhanced operations and safety. Create a new walkable street network south of the planned Indian Trail transit station.

— — — — — Current Alignment of Smith Farm Rd

### B REDEVELOP SMITH FARM INTO A MIXED-USE COMMUNITY

Create a series of new neighborhoods from this massive potential redevelopment parcel. Building forms should be consistent with the character of Stallings and honor the agricultural history of the site. Consider an agricultural adaptive reuse event venue from the current collection of barns, silos, and other facilities.

### C PROVIDE SIGNIFICANT PUBLIC OPEN SPACE WITH NEW DEVELOPMENT

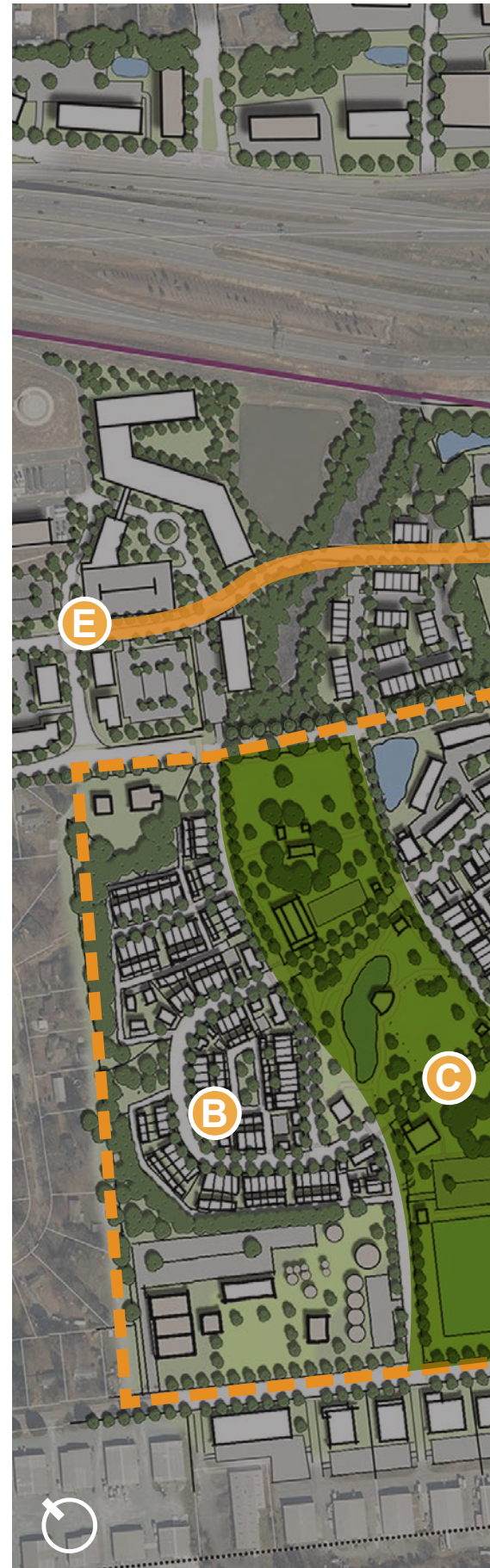
New development should provide public open space facilities with active and passive uses. For Smith Farm, consider the adaptive reuse and integration of existing buildings and preservation of existing pastoral landscape and character, such as barns and farm houses and elements of cultural and/or historic significance.

### D INDIAN TRAIL TRANSIT VILLAGE

Coordinate with Indian Trail to create a mixed-use transit village in this location. Explore ways to integrate Indian Trail town hall and work collaboratively across municipal boundaries to create a cohesive development district.

### E EXTEND HEALING WAY TO THE EAST

Explore the feasibility of extending Healing Way to the east. This may be a roadway or pedestrian/bicycle connection.









# SOUTHEAST PLANNING AREA

## AERIAL VIEW LOOKING NORTH















Street Trees and  
Site Furniture

Shared Use Path  
Along Smith Farm Rd

# SOUTHEAST PLANNING AREA VIEW ALONG SMITH FARM ROAD



# IMPLEMENT THE VISION





## TOOLS CREATED AS PART DESTINATION STALLINGS

This planning effort, Destination Stallings, involves two key implementation tools to officially adopt and realize the vision contained in the preceding pages. These include: 1) an amendment to the Stallings Comprehensive Land Use Plan (2017), and 2) a Transit-oriented Development Overlay District in the Stallings Development Code.

1

### COMPREHENSIVE LAND USE PLAN AND MAP AMENDMENT

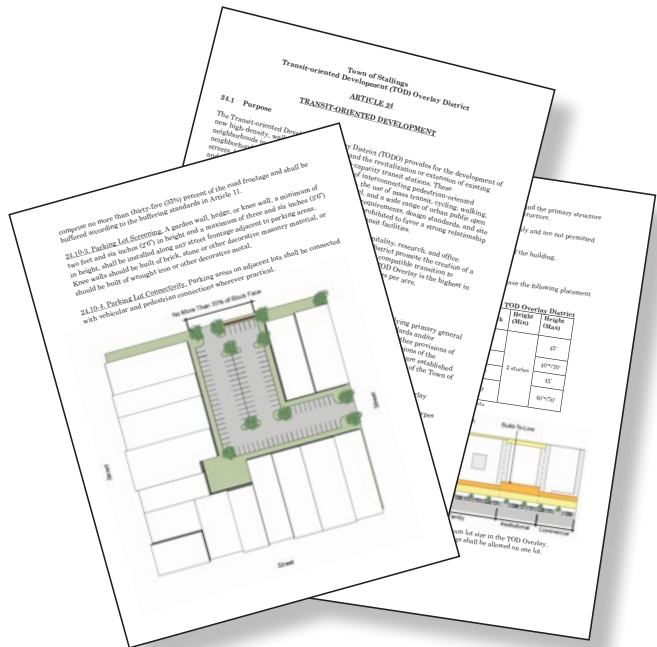
This reimagines and replaces the Monroe Expressway Small Area Plan contained in the Comprehensive Plan. The amendment extends the Walkable Activity Center and Walkable Neighborhood place types into the planning area, and creates new Forms and Parameters for when these are located within a Transit-oriented Development district.



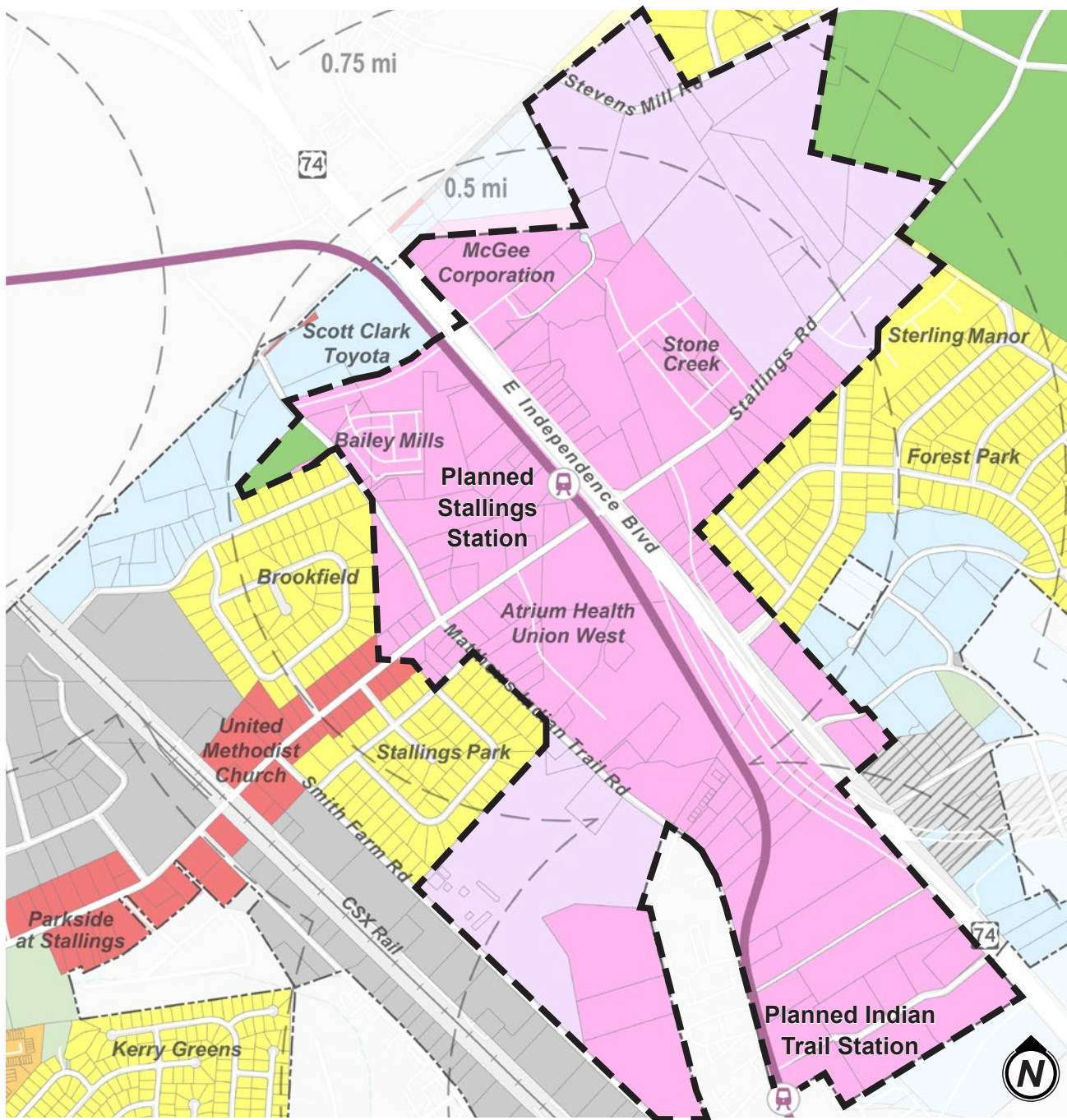
2

### TRANSIT-ORIENTED DEVELOPMENT ZONING OVERLAY

A new Transit-Oriented overlay zoning district has been created to accommodate transit-oriented development patterns within planned light-rail station areas. This allows for higher development densities and establishes clearer design standards.







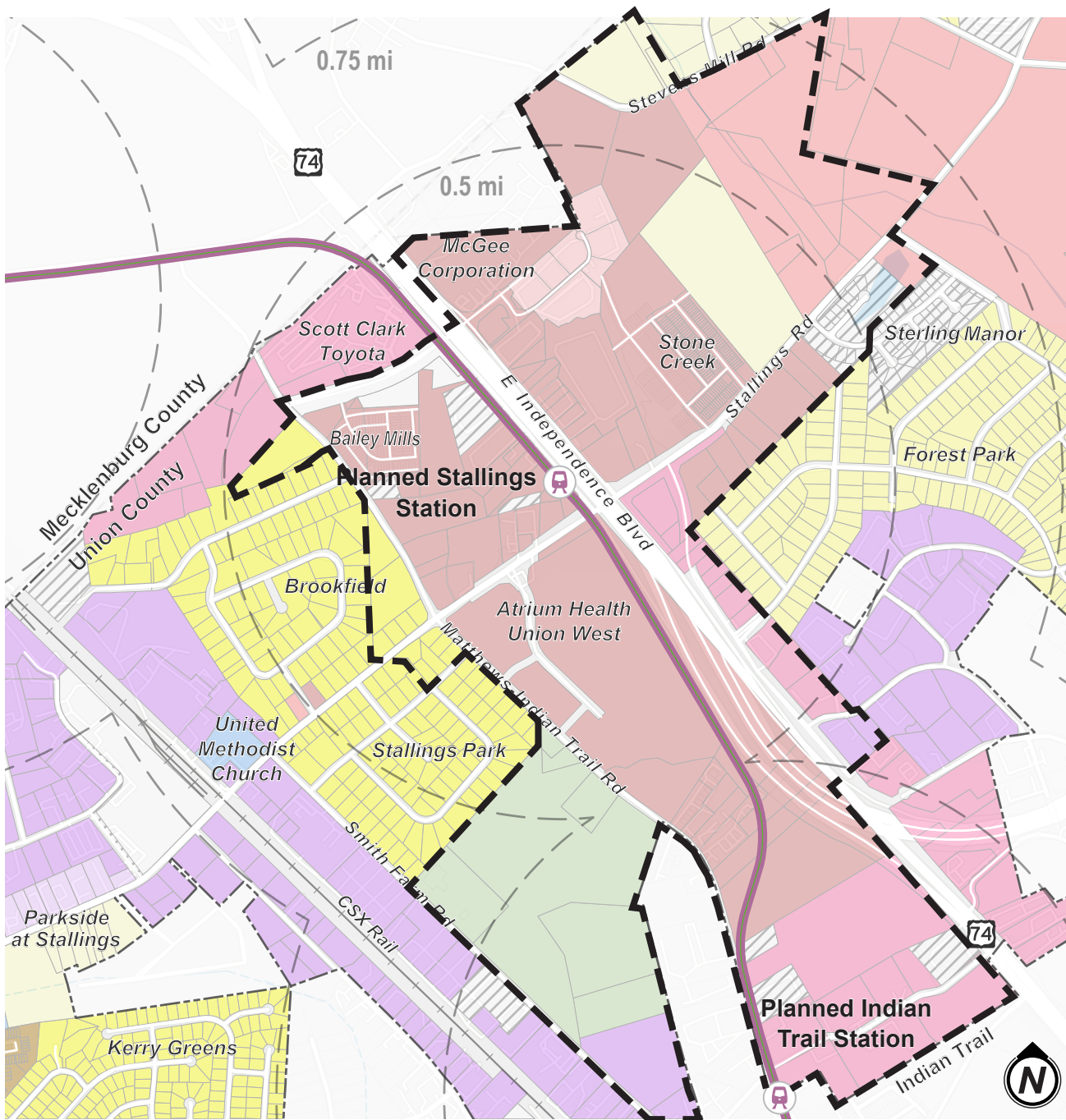
## FUTURE LAND USE (AMENDED)

The Walkable Activity Center (described on page 9-18 of the Stallings Comprehensive Plan) and Walkable Neighborhood place types are expanded to comprise most of the Transit-Oriented Development area. Additional forms and parameters for the Walkable Activity Center within the TOD are defined on page 2 of the amendment. The expanded area and updated parameters allow for densities, heights, lot coverages, and other key elements that support the land use, development, and urban design goals of this area.

## Legend

	Stallings Boundary		Civic Space
	Parcels		NCDOT Right of Way
	Roads		Industrial Center
	Railroads		Multi-Family Neighborhood
	LYNX Silver Line Stations (Adopted)		Open Space
	LYNX Silver Line Route (Adopted)		Suburban Commercial Center
	Transit-Oriented Development Area		Single-Family Neighborhood
			Suburban Office Center
			Walkable Activity Center
			Walkable Neighborhood





## ZONING

A new Transit-Oriented overlay has been created to accommodate transit-oriented development patterns within planned light-rail station areas. As with all overlays, the uses and standards contained in the overlay supersede the uses and standards contained in the base zoning. The proposed overlay encompasses seven (7) conditional zoning districts (which are not superseded by the overlay) and nine (9) different base zoning districts.

## Legend

	Stallings Boundary		Hwy-74 Commercial
	Parcels		Civic
	Roads		Conditional Zoning
	Railroads		Industrial
	LYNX Silver Line Stations (Adopted)		Mulfi-Family Transitional
	LYNX Silver Line Route (Adopted)		Mixed Use 1
	Silver Line Rail Trail		Mixed Use 2
	Agriculture		Single Family 1
	Business Center		Single Family 2
			Single Family 3
			Town Center



## ADDITIONAL CONSIDERATIONS AND RECOMMENDATIONS

Stallings has aspirational plans and there is relatively constant development demand, but the town needs to ensure that its adopted vision for the next decade or more is clearly communicated to those who will help implement that vision. It also needs to ensure that it has internal capacity to help implement the vision and that internal operations are well-oiled and efficient in order to appropriately respond to the community's requests and needs in times of growth.

### 1 INVEST IN TOWN STAFF

The town is experiencing growth and will likely continue to. In order to keep up with demand on town staff (including Planning) as a result of this growth, the town should invest in its personnel to handle the demand and constantly increasing needs of town staff from the community.

### 2 INTERDEPARTMENTAL COORDINATION

Planning staff will need to coordinate with other town departments and administration in order to appropriately educate them on the TOD Overlay District and the expectations tied to development in that area.

### 3 ECONOMIC DEVELOPMENT & MARKETING

Marketing the vision set forth in this plan will be essential to beginning to educate the public and the design and development communities as to the vision and expectations that the town and its residents have for this area. The town should work to attract and curate the appropriate types of businesses and development that fit the vision set forth in this plan.

### 4 UPDATE LAND DEVELOPMENT ORDINANCE

Stallings should look to update and enhance the Land Development Ordinance so that it can be calibrated to effectively implement the high quality development that is expected here. The ordinance should be designed to maximize administrative approvals and minimize conditional requests, which exponentially increase the necessary oversight of staff and council.

### 5 COORDINATE WITH DEVELOPMENT COMMUNITY

Help the development, design and finance community understand the expectations the town has for high quality, compact, walkable development. Host developer round tables to get them up to speed.

### 6 UPDATE TOWN CENTER SMALL AREA PLAN

Being another critical focus area adjacent to the Stallings Station Area, the Town Center Small Area Plan is likely due for an update to help guide redevelopment in that area.





**BOLTON  
& MENK**

2024